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The

Chronicle

of the U.S. Classic Postal Issues

November, 1969

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Whole No. 64

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- #14—(Superb), Tied by Blk Grid on V.F. Cover pmk. Red "BOSTON, Mass." pmk, **Beauty!**\$65
- #14—(V.F.), tied BLK "PAID" in grid on V. F. cover. Pmk—**Bright Red "BOSTON-10cts" & Blood Red "OGDENSBURG, N.Y." & "U. STATES" Addr to "BARRIE, UPPER CANADA" with indistinct Blk Canada Rec mk on Front & two others on reverse, Striking appearance!**\$75
- #15—(F-V.F.) tied by **BROWN "CANADIAN" target** to V.F. appear, cover, with small closed tear, pmk. clear "ST. VINCENT DEPAUL, L.C." & "MONTREAL" transit pmk on reverse, **VERY RARE & PROBABLY UNIQUE USE from CANADA.**
Scott Cat price of \$800 is unrealistic, should cat \$5000+\$1000
- #16—(10c Ty 4-Pos 86L1-F.-V.F.), neatly tied by "AKRON, O.-Jul 28, 1858" pmk & 3 Magenta pen lines to Fine, slightly stained cover to ". . . Canada West", with Red "UNITED STATES-PAID 6d" & RED "3" & Magenta Mss. "PAID 10", Cat \$300+\$200
- #17—V.F. & #11 (Slit cut in Bt.), tied together on V.F. appear, small cover with tiny tear, to FRANCE, with Red "NEW YORK-PAID 12-Jul 22 (1857) "pmk, Scarce Combin., **PRETTY**\$125
- #17—(Cut in RT-Nipped top), Strikingly tied by Blue "CINCINNATI, O." pmk. to med size Orange cover with **BLUE Embossed Ins. Co. Cor. Card**, to Wisconsin, **Most Attractive Cat.** \$165\$100
- #17a—(U.L. DIAG. BISECT) Piece with stamp cut out & neatly replaced on fine folded letter with small tears, BISECT tied "S.F., CAL." pmk, Letter "Jul 24, '5 3" to N.J. Cat \$1250\$485
- #17a—(L.R. DIAG. BISECT) Tied by light "S.F. CAL" pmk, to Fresh V.F. appar. cover with small repair, Orig. letter (Dated "Jun 10, 1853") encl., with **Colorful Acct. of Life in S.F., with P.F. Cert.**, Cat \$1250+\$950

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Classified Advertising

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All copy should be mailed, together with a check for the ad, to the advertising manager, Clifford L. Friend, 8081 Aquadale Drive, Boardman, Ohio 44512.

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THE 1847-'51 PERIOD

CREIGHTON C. HART, Editor

THE GARDINER, MAINE, BISECT PUZZLE

SUSAN M. McDONALD

Bisect covers of the 10c stamp of the 1847 issue have a special fascination, for each one embodies at least one primary question: what was the reason for bisection? A related group of such covers offers a more extensive challenge to research and at the same time provides a firmer basis for investigation. This article is an attempt to resolve and reconcile many puzzling aspects of a group of covers composing a single correspondence from Gardiner, Maine, to Brattleborough, Vermont, addressed to Mrs. George Evans. As indicated by the 1969 revision of the 10c 1847 bisect list, published in the previous *Chronicle*, three correspondences, one a business correspondence originating at a New Haven bank, and the two personal correspondences addressed to Miss Mary Stilphin and Mrs. George Evans, account for nearly one third of the 10c bisect covers recorded to date. The Gardiner-Evans correspondence is the most intriguing of the three, because it is concentrated within a short period of time, its common characteristics are striking and unusual, and it is almost wholly without known antecedents or background.

In *The Chronicle* for February 1968 J. David Baker summarized Ezra Cole's recollections concerning the discovery of these letters.¹ The circumstances surrounding the find will be briefly recapitulated here. During the early 1930's Ezra and his family were spending the summer on a farm near Brattleborough,² Vermont. Also present in the vicinity was a Washington, D.C., dealer, H. A. Robinette, since deceased. The actual find was made somewhere in the Brattleborough area by Robinette who showed the material to Ezra and sold him a portion of it.

The original find consisted of a bundle of 28 covers (Ezra is very certain of the exact number), all with bisections of the 10c stamp. On several covers, perhaps six or seven, the stamps were damaged or ragged; Mr. Robinette stated his intention of destroying these, and Ezra believes this was done. Ezra himself obtained eight covers including three matching pairs.

At the present time 14 bisect covers from the Gardiner-Evans correspondence are recorded and known to be extant. Although the covers themselves furnish considerable information, they also raise many questions of both a philatelic and personal nature. An effort will be made to organize and evaluate all available information and thereby to construct a working hypothesis to account for the baffling features of these covers. Some background facts, however, should precede the speculation.

Brattleborough is in the southeasternmost corner of Vermont, on the west bank of the Connecticut River. Although still legally a "town," it is the fourth largest community in Vermont. The site of the oldest permanent white settlement in the state lies within the present limits of Brattleborough. This was Fort Dummer, established in 1724 as an outpost of the Massachusetts Colony. The town was chartered in 1753 and named for William Brattle, a Massachusetts loyalist and land speculator.

By 1850 Brattleborough was an important manufacturing town with a population of 3,816, and was served by the Vermont and Massachusetts Railroad and the Vermont Valley Railroad. The Brattleborough Hydropathic Establishment, using mineral springs in the area, flourished from 1845 to 1870 and was one of the most fashionable cures in the country. Management of the spa was under the

direction of Dr. Robert Wesselhoeft, a German political refugee of considerable attainment. The establishment attracted many patrons of high literary or artistic reputation. In 1850 Jacob Estey purchased a melodeon works in Brattleborough which he developed into a famous organ factory. An Estey organ was the goal and status symbol of the late nineteenth century housewife.³

Some 225 miles east and north is Gardiner, Maine, a town on the west side of the Kennebec River about 10 miles south of the capitol, Augusta. It was named for and founded by Dr. Silvester Gardiner, a renowned but eccentric loyalist physician and landowner with a touch of megalomania. Gardiner began to acquire land in Maine, then part of Massachusetts, in 1753. Within the next several years he had gained title to 100,000 acres and established the towns of Gardiner and Pittston with the intention of setting up a feudal manor to belong in perpetuity to his descendants. This grandiose scheme was effectively nullified by the Revolution.

Gardiner had grown by 1850 to a prominent industrial town with a population of 6,486. Its position at the junction of the Cobbossecontee with the Kennebec made water power readily accessible. The Kennebec and Portland Railroad passed through and served the town. Like other towns on the Kennebec River, Gardiner participated in logging, shipbuilding, and during winter in cutting and stocking the famous Kennebec River ice. Paper mills and woodworking factories, utilizing the vast Maine forests, were also important. All these declined as the forest resources were depleted; now Gardiner's chief claim to fame is as the town in which Edward Arlington Robinson grew up. Gardiner is identified as the "Tilbury Town" of Robinson's poems.⁴

Both Brattleborough and Gardiner received supplies of the 1847 issue, according to the official record book, as follows:

	Sent	Received	5c	10c
Gardiner	6/ 2/49	6/ 6/49	600	200
	6/18/50	6/22/50	600	---
Brattleborough	1/24/50	1/29/50	600	100
	4/11/50	4/16/50	800	100
	9/ 4/50	9/ 7/50	800	100
	1/21/51	1/23/51	1000	---
	5/ 7/51	5/ 9/51	400	---

The existing bisect covers from Gardiner, Maine, have many characteristics in common. Photographs of all except the lower left diagonal dated April 26th are available. The cover shown in fig. 1, an upper right diagonal dated April 26, 1851, and formerly in the Matthies collection, is typical in appearance. All the covers appear to be good quality white envelopes. All the stamps are bisected from lower right to upper left, suggesting a right-handed person of precise habits. All the covers are addressed as shown in the photograph in a distinctive, educated, masculine handwriting. In only one case, the May 26th cover, is the phrase "at Mrs. Hollister's" omitted. The stamps are placed quite neatly in the upper right hand corner of the envelope. Although only three of the covers are actually docketed 1851, the others are so evidently part of the same series that the year date 1851 has been assigned to all of them. Another interesting fact is that the Gardiner post office abruptly changed the color of its ink about midway through the series. Colors of postmarks and cancellations have been verified for all except the April 26th lower left diagonal and May 19th upper right diagonal covers. All covers through May 5th show postmarks and cancellations in red or orange red. From May 8th all markings are in blue.

A number of questions regarding this correspondence come quite readily to mind. What has become of the other 14 covers in the original find? If the damaged covers, six or seven as Ezra recalls, were destroyed, are there still seven or eight covers in existence but unreported? In any case, where do the missing 14 covers fit into the sequence? Five pairs are now known; Ezra had three pairs from the original find. Were there yet more pairs in the original find or was Ezra lucky

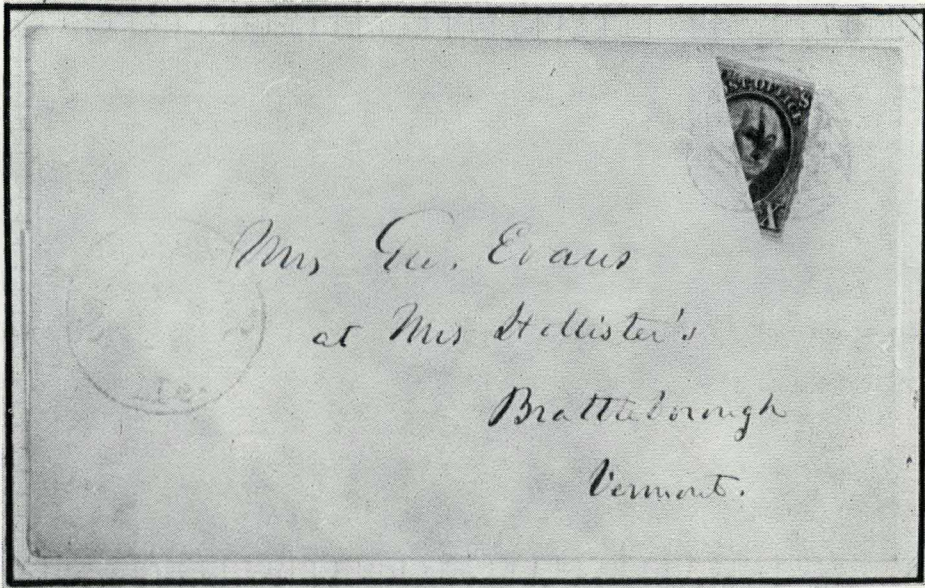


Fig. 1. Gardiner, Maine, upper right diagonal bisect cover dated April 26, 1851. Postmark and cancellation in orange red. This cover exemplifies the common characteristics of the series: quality of envelope, method of bisection, placement of stamp, and precise, distinctive handwriting of address. Ex-Matthies.

enough to obtain over one half the pairs? Which covers are most likely to have been destroyed? What was the reason for bisection?

On the human interest side still more questions may be posed. Who was Mrs. George Evans and who was her correspondent? What was their relationship? Why so many letters at such frequent intervals? Was Mrs. Evans visiting in Brattleborough or was her correspondent visiting in Gardiner?

The accompanying chart (fig. 2) lists the known Gardiner-Evans covers in chronological order and also indicates the most likely places in the sequence for the 14 missing covers. It will be noted that in three instances, all occurring within a week's time, two covers were postmarked on the same date. Since the dates of any covers that may precede the two on April 26th are unknown, an explanation in this case is entirely speculative. Perhaps the writer had difficulty in reaching the post office in midweek. It seems probable that the first cover dated April 28th represents a letter written on Sunday when the post office was closed. The first May 2nd letter was probably written on Wednesday or Thursday but for some reason did not reach the post office until Friday.

A careful study of the chart with particular attention to matched pairs and to the days of the week involved will indicate several interesting conclusions. It should be observed that no covers are known postmarked between the dates of a matching pair. This strongly suggests that the writer cut only one stamp at a time, and used the halves consecutively. In fact, an apparent pattern emerges through May 8th, with the lower left diagonal half being used first and the upper right half second. From May 12th the pattern is reversed, and the upper right half used first. Neither the April 26th nor April 28th upper right diagonal matches the May 2nd lower left diagonal. No photograph of the April 26th lower left diagonal has yet been obtained, but this cover must almost certainly form a pair with the April 28th upper right diagonal, in conformity to the pattern. Likewise the missing covers postulated before April 26th and after May 2nd must have existed. The other missing covers are less certain; they are inserted at the most probable intervals, considering the weekdays involved and the recorded pairs. Taken all together, the covers designated as "missing" represent 10 to 12 of the 14 unaccounted for from the original find. The additional two to four missing covers almost have to belong before or after the earliest and latest dates recorded.

Gardiner, Me. - Brattleborough, Vt. Bisects 1851

Missing - Δ	Missing - 2
Sat. Apr. 26 ▽	Mon. May 12 ▽ } pair
Sat. Apr. 26 Δ	Wed. May 14 Δ }
Mon. Apr. 28 ▽	Missing - 2 or 4
Mon. Apr. 28 Δ } pair	Mon. May 19 ▽ } pair
Fri. May 2 ▽ }	Tues. May 20 Δ }
Fri. May 2 Δ	Missing - 2
Missing - ▽	Fri. May 23 ▽ } pair
Mon. May 5 Δ } pair	Mon. May 26 Δ }
Thurs. May 8 ▽ }	Missing ?

Fig. 2. Chart showing chronological sequence of the 14 recorded Gardiner bisect covers, direction of bisection, known pairs, and days of the week corresponding to postmark date. The most probable places in this sequence for the remaining unrecorded 14 covers from the original find are indicated by the word "Missing," and the number of covers designated and, in some cases, the direction of bisection, where such information may be postulated.

It seems to me that the covers with the earliest and latest dates were most likely to be the ones damaged and therefore destroyed. This opinion is based on the assumption that the bundle of covers, obviously carefully preserved, was arranged in chronological order and that the covers on the top of the pile were most subject to wear, abrasion, and other hazards, and that one or two at the bottom would also be vulnerable to a lesser degree. This theory is, of course, quite speculative and hardly subject to proof. From the reconstructed sequence it appears evident that the original find consisted largely of matched pairs. If the destroyed covers were consecutive in date, chances are good for pairs among the unreported covers. However, if the destroyed covers represented random dates, several pairs may have been broken up by their destruction.

One of the recorded pairs is known to be still intact; whether any of the others remain together is not certain. The May 23rd and May 26th pair, formerly in the Christian Hirtzel collection, is now in the possession of the Swiss Postal Museum in Geneva. The pair dated May 5th and May 8th was in the Meroni collection. These two covers must constitute the most attractive pair because of the sharp contrast in the color of the postal markings. When the Meroni collection was auctioned in 1952, these two covers were offered separately. Evidently they remain separated at the present time, since the May 5th cover was sold alone in a Robert A. Siegel auction of March, 1968. A third pair, composed of the May 12th and May 14th covers, was originally in the Knapp collection and was sold as one lot in the Knapp auction of 1941.

The catalogue of the Knapp sale affords an interesting sidelight on Mr. Robinette's handling of the original find. Evidently Mr. Knapp believed that his two covers represented a unique reconstructed bisect, and he had made notes to this effect on the album page. This erroneous claim was publicized in advance announcements but retracted in the catalogue which states, "However, it has been found that one more, and perhaps another pair of 10c bisects reconstructed into the original stamp are known."

The pair in the Knapp collection was sold to Mr. Knapp by Ezra Cole and represented one of the pairs Ezra acquired from the original find. Ezra recalls that he sold another pair to Harold Carhart, long since deceased; this may be the Meroni pair. He cannot remember anything of the disposition of the third pair. Ezra states quite emphatically that the find received no publicity at the time.⁵ This lack seems to have been intentional on Mr. Robinette's part, and makes Mr. Knapp's misconception easier to understand. Probably Mr. Robinette deliberately eschewed any announcement of the number of covers he found, so that items could be offered privately one at a time and a high price be maintained. Such action was, of course, within his prerogative, but the secrecy has contributed greatly to the difficulty of research on these covers.

Whether the 10c stamps on these covers were bisected out of convenience or necessity does not seem insoluble. Early in this investigation it was believed that the writer had travelled from Brattleborough to Gardiner, and could have bought the stamps at Brattleborough and carried them with him. This theory is no longer considered tenable for reasons to be detailed later. Furthermore, an analysis of the statistics of 1847 stamps received at Brattleborough shows that the supply of 5c stamps was probably adequate, whereas the 10c stamps may have been exhausted by early in 1851. Gardiner, nearly twice as large as Brattleborough, received its first supply over six months earlier, so it is disconcerting to find that the total of 5c stamps sent to Gardiner was only one third of the number sent to Brattleborough. Either stamps were not well accepted at Gardiner or the proximity of Augusta affected the number sold. The second order of 5c stamps may have been used up a little faster than the first, so that the Gardiner post office could have been out of them by the beginning of April 1851. The 10c stamps were not re-ordered, apparently because of little demand, so it is quite possible that some were still available in April and May of 1851.

Two other bisect covers from Gardiner are recorded in the 1969 revision of the 10c 1847 bisect list. One, a vertical right half, addressed to East Bridgewater, Mass., is a crude fake and need not be considered. The other, an upper left diagonal dated 5-7-X and sent to Francestown, N.H., is from a different correspondence and is addressed in a different handwriting from the Gardiner-Evans covers. The postmark, which cancels and ties the stamp, is in blue, and, although the cover itself shows no evidence of year date, it fits very neatly into the Gardiner-Evans sequence between the May 5th with red markings and the May 8th with blue markings. The existence of this bisect cover to Francestown strongly supports the theory of a shortage of 5c stamps at Gardiner.

The second set of questions concerns the relationship and identities of the individuals involved. The number and frequency of the letters predicate a romantic attachment between the parties, certainly on the sender's part. Likewise the careful preservation of the letters indicates they were cherished by the recipient. It would be tempting to construct an hypothesis with Mrs. Evans as a young bride separated for the first time from her newly wedded husband. Unhappily what little evidence exists does not support this interpretation.

At first the likeliest assumption was that Mrs. Evans was a resident of Brattleborough, rather than a visitor, since the letters were found in that vicinity. However, Mrs. Evans does not appear in Brattleborough records for this period. Neither her name nor Mrs. Hollister's is listed in the 1850 census records for Brattleborough.

Evidence from Gardiner is nearly as negative. George Evans does not appear in the 1850 census records for that community. However, one George Evans was definitely associated with Gardiner, Maine. Nothing uncovered so far pre-

cludes his being the writer of this correspondence, nor is there positive evidence that he is the right Evans, although many circumstances mesh and give credence to the argument. Until conclusive evidence is obtained either way (and this may never be available), this George Evans must be considered the most probable candidate. The covers themselves indicate their writer was a precise, meticulous, organized, controlled personality—traits well in accord with the training and career of the individual to be described.

Although now forgotten and obscure, George Evans in his own day was a man of stature and importance who somehow failed to make a lasting mark on American history. According to the *Dictionary of American Biography*,⁶ he was born at Hallowell, Maine, in 1797 and graduated from Bowdoin College in 1815. Three years later he was admitted to the bar and began the practice of law in Gardiner. In 1820 he married Ann Dearborn. He was elected to the Maine legislature in 1825, serving until 1829. For the following twelve years he was a member of the U.S. House of Representatives.

George Evans entered the U.S. Senate in 1841 as Senator for Maine and was chairman of the committee on finance. His support of the Webster-Ashenden Treaty made him unpopular in his home state. He resigned from the Senate in 1847. Political intrigue prevented his anticipated appointment as Secretary of the Treasury in the administration of President Taylor. Evans spent two years (1849 and 1850) as chairman of the commission on Mexican claims. In 1851 he returned to Gardiner and resumed his law practice. He moved to Portland in 1854 and died there in 1867. After his return to Maine he held various state offices. He was also active in the Maine Historical Society and served as a trustee of Bowdoin College for many years. His chief interest and accomplishment was in the field of public finance. John Quincy Adams described Evans as "one of the ablest men and most eloquent orators in Congress."⁷

A tempting supposition that Ann Dearborn, who became Mrs. George Evans, was a daughter or granddaughter of General Henry Dearborn was proved false. General Dearborn served in the Revolutionary War and was Jefferson's Secretary of War. After the Revolution he lived for some time in Maine and had a home in Gardiner. The collateral branches of the Dearborn family were large and numerous, however, and it has not been possible to trace all of them to determine whether Ann Dearborn belonged to one of them. At least one branch was associated with Brattleborough in the middle of the nineteenth century.

If the identification of Mr. and Mrs. Evans is accepted, the romantic vision of the newlyweds separated for the first time must be discarded. In its place the "Darby and Joan" devotion of a long-married couple may be substituted. The failure of the names of Mr. and Mrs. Evans to appear in the 1850 census records for either Brattleborough or Gardiner is readily explained if these are the correct parties, since they were still residing in Washington, D.C., in 1850.

The reason for Mrs. Evans' visit to Brattleborough may be speculated on quite easily. The mineral springs and health resort built around them were mentioned earlier. This water cure was at the height of its popularity in 1850 and 1851, and very probably was the attraction that drew Mrs. Evans to Brattleborough. Mrs. Hollister may have been the proprietress of a genteel establishment furnishing accommodations to patrons of the spa.

The theory outlined above has one principal drawback: it is hard to reconcile with the fact that the covers were found at Brattleborough. Mrs. Evans treasured and preserved the letters—that seems obvious. It is difficult to believe that she left them at Brattleborough. If she took them back to Gardiner with her, they must have been returned to Brattleborough at a later date, perhaps by a descendant. One envelope—the May 2nd lower left diagonal—bears the pencil notation "Re-read April 1-1875-Augusta," but who Augusta was is not known. She may have been a daughter or granddaughter of Mrs. Evans. Until some conclusive evidence is uncovered, we must be content with the Scottish verdict, "not proven."

Possibly some reader may be able to furnish more information about the principals of this correspondence. The cover dated April 28th—the upper right

diagonal—was sold in a Robert A. Siegel auction on January 11, 1967. The catalogue description included the phrase "letter enclosed." If this was a reference to the original letter, the present owner could supply valuable information by sending a copy to me or to the period editor. Any other original letters that remain with the Evans covers are also urgently solicited.

A photograph of the April 26th lower left diagonal would be most welcome, as it would establish for certain whether another pair exists among the known but presently unpaired covers. An appeal is again made to collectors and dealers to report any Gardiner-Evans covers yet unlisted. The preponderance of evidence indicates that five or more unreported covers are still in existence. Reports of any previously unlisted covers and any new information obtained about the correspondents themselves will be presented in a future issue.

Two additional lines of philatelic inquiry might prove fruitful. If the plate positions of the stamps could be determined, it might be possible to establish whether they originally formed a block or large piece. Such knowledge could perhaps help confirm the number of missing covers and their place in the chronological sequence. Collectors of stampless covers and franks may possess examples of holograph letters of George Evans written during his terms in Congress. Authenticated letters from Evans would provide a handwriting comparison with the bisect covers. Such comparison should effect final proof or disproof.

Has the Gardiner bisect puzzle been solved? Only partially and tentatively. Yet, though some pieces stubbornly resist placement, the many elements that fit together give form and substance, even if not sharply defined, to what was before shapeless and void. It may be surprising that an integrated and consistent theory can be constructed by correlating the scanty data available. Like "what Song the *Syrens* sang," the mysteries of the Gardiner-Evans correspondence, "though puzzling Questions, are not beyond all conjecture."

Footnotes

¹ J. David Baker, "Additional 1847 Bisects," *The Chronicle*, XX (February 1968), 8.

² Present spelling is "Brattleboro," adopted in 1888; this was also used until about 1842, when "Brattleborough" was introduced. Since the longer form was current in 1851, it is employed throughout for the sake of consistency.

³ Writers' Program, *Vermont*, pp. 96-99.

⁴ Writers' Program, *Maine*, pp. 119-120, pp. 326-327; Robert P. Tristram Coffin, *Kennebec, Cradle of Americans*, p. 140, pp. 160-161, pp. 167-171.

⁵ Personal communication from Mr. Cole, July 22, 1969.

⁶ William A. Robinson, "George Evans," *Dictionary of American Biography*, VI, 199-200.

⁷ *Ibid.*

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In addition the following government agencies were consulted:

National Archives and Records Service.

U.S. Department of Commerce.

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Corrigenda for 1969 Revision of 10c 1847 Bisect Cover List in
The Chronicle August, 1969

Verticle Left

3-13-? New Haven: add °.

Vertical Right

6-7-51 New Haven-Birmingham: delete P.F.

6-7-51 New Haven-New Bedford: add P.F.

Upper Left Diagonal

2-13-51 Concord, N.H.: add °

Upper Right Diagonal

9-15-50 Concord, N.H.: should read 9-14-50.

Lower Left Diagonal

6-26-51 Phila., Pa.: should read 6-28-51.

Upper Horizontal

5-29-X New Orleans, La.: postmark of origin is Franklin, La., *not* New Orleans.

These corrections all represent typographical errors, except for the final change; credit for this correction is due to Frank Levi Jr. It is suggested that readers transfer these corrections directly to the original article. Several items of supplementary information and one additional listing have already been reported by collectors; these will be published at a later date.

* * *

NEXT ISSUE:

Two articles on Wisconsin territorial covers bearing 1847 stamps will be featured. Arthur Van Vlissingen will discuss the two proven territorial covers, both from Milwaukee. The distinguishing characteristics of the postmarks will be explained and also Mr. Van Vlissingen's reasons for believing that any 1847 Wisconsin territorial must conform to the two accepted covers. An article by Creighton C. Hart will describe a third cover from Milwaukee, which he and some other authorities believe may be a Wisconsin territorial, although it differs in important respects from the other two. Mr. Hart will present the arguments supporting his view, and will outline the postal history evidence needed for conclusive proof either way.

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THE 1851-'60 PERIOD

THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

MILITARY MARKINGS: 1851-1861

DAVID T. BEALS III, R.A. 248

Introduction

In this series of articles, ye section associate editor will attempt to tie together the existing information on Military Markings of the period and their postal usage, which is widely scattered and in many instances out of print. New and more complete information will be sought, and it is sincerely hoped that other collectors of this material will send me information on their covers in order to make the story as complete as possible as we proceed.

The term "Military Markings" as used herein means the postal markings of all military installations having a U.S. postoffice. It includes Camps and Barracks in addition to Forts. Inasmuch as over half of the military installations having their own postal service during this period were located in the western territories, much of this mail is of great interest, first, as territorial usage. However, the story of the military support of the opening of the West is a fascinating one in itself, and provides added interest. Then, when there are markings on a military-territorial cover which shows carriage by the Overland Mail or even the Pony Express (there is one from Fort Bridger), it would seem that the cover has just about everything.

While the author has always been interested in military history, which caused him to start collecting in this field about fifteen years ago, the military history of the period is beyond the scope of this work. However, its interest philatelically may readily be seen in Alex ter Braake's articles on Texas forts in the May and June, 1969, issue of the *American Philatelist* (Ref. 50).

The missions of the U.S. Army in the West during this decade were;

1, In the early years of the decade protecting emigration and trade on the Santa Fe and Oregon (California) Trails. A number of military posts were established on these trails (Ref. 49);

2, Controlling the Indians as they were encroached upon and pushed back by the arrival of the white man. While there were no major Indian wars during this decade, there was usually trouble somewhere. The following shows where the action was:

Engagements of the U.S. Army: 1851-1861 (Ref. 42, Vol. 11, pp. 400 *et seq.*)

New Mexico	78
Texas	50
Oregon Territory	13
Florida	6
Indian Territory	5
Kansas Territory	4
Washington Territory	12
California	10
Nebraska Territory	7
Utah Territory	4
Nevada Territory	1

Total 190;

3, Protecting the Mexican border following the war with Mexico (Ref. 50);

4, Protecting the overland mail and express lines between Missouri and the West. Several military posts also served as way stations on these routes;

5, In 1857 and 1858 the necessity, in effect, to force the Mormons under Brigham Young to join the Union and adhere to its laws. A military expedition under Col. Albert Sidney Johnson was dispatched to Utah by President Buchanan. The so-called "Mormon War" was largely a show of force, but did accomplish its objective (Refs. 46 & 47), and, finally;

6, To provide the military government of California.

Military Letters

While a considerable amount of War Department official correspondence for the period prior to 1850 has in some way reached philatelic hands, most of the material available from this decade appears to be private correspondence. We only know of three exceptions, covers from Ft. Craig and Ft. Union, New Mexico, and Ft. Scott, Mo. The first two are franked "Free Official Business", and the latter "On Public Service". We would very much like to hear of any others.

We believe that most serious military collectors consider any cover bearing a military marking during the period in which that particular post was actually garrisoned by the Army to be an acceptable military cover. Or, if there is no date on the cover or on an enclosed letter, if the issue of stamps used on the cover or the stamped envelope was current during the period of garrisoning, it is also acceptable.

There are, however, other factors to be considered which further influence the desirability of a military cover. First, in a number of instances a town grew up around the military post and the military post office often served the surrounding area. Fort Leavenworth (prior to the establishment of Leavenworth City, K. T. post office in March, 1855), Fort Scott, K. T. (after the settlement of a town of the same name in June of 1857) and Fort Smith, Arkansas, are examples. Consequently, one wonders if the cover in question is really a military letter, *i.e.*, correspondence to or from a member of the army serving at that or another military post. The letter enclosed or the addressee may fully answer the question. The correspondence of (then) Capt. Jesse Augustus Gove from several western posts addressed to his wife "Mrs. Capt. J. A. Gove" is an example. If the answer is not self-evident, Heitman's book (Ref. 42) contains, in Vol. 1, a brief biographical sketch of all officers of the regular army from 1783 to 1903 and possibly the officer (or his wife) can be located there. However, in the case of rare markings where only a few exist, this question becomes quite academic.

An interesting sidelight to this question is the movement of the Fort Towson, Arkansas, post office to the adjacent town of Doaksville, Choctaw Nation, in

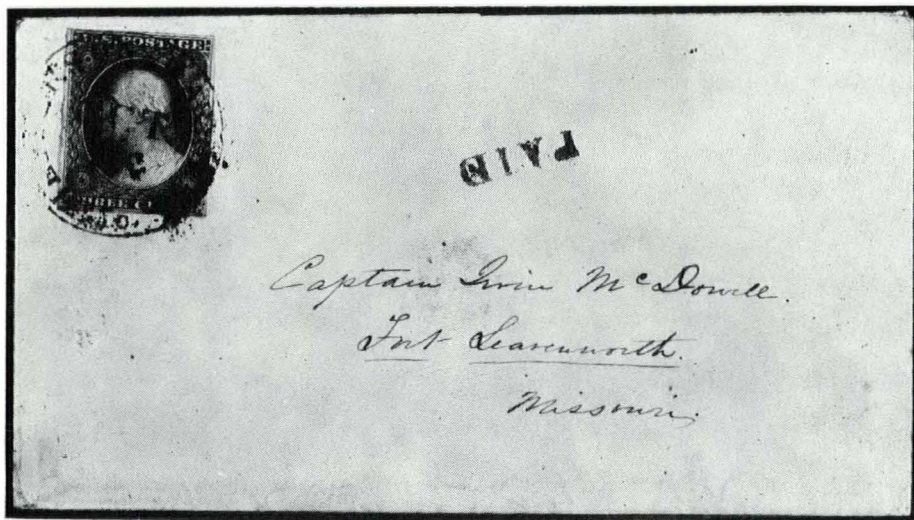


Fig. 1. An interesting example of military correspondence. Letter from Jefferson Barracks, Mo., to Capt. Irwin McDowell (Maj. General in 1862), Fort Leavenworth, Missouri. 52 stamp in 1856 shade.

1847 (Ref. 11, p. 277), and the subsequent use of the Doaksville post office by Fort Towson, which gives such letters military interest when they can be so identified. A number of Doaksville, C. N. covers are known used with S5 and all bear manuscript markings.

Aside from the strictly military, letters to or from outstanding western or political figures of the day also add great historical interest to the cover. Men such as Gen. J. W. Denver (Governor of Kansas Territory and U.S. Commissioner of Indian Affairs between periods of military service in the Mexican and Civil Wars) and Col. Peter Pitchlyn (Chief of the Choctaw Indians and Gen. Stand Watie's deputy during the Civil War) are interesting examples, some of whose correspondence survives.

Much emigrant mail was picked up as a courtesy by military courier along the Santa Fe and Oregon Trails during the early years of the decade and mailed at Fort Leavenworth (Ref. 49). Such letters, while not strictly military, often have great historical interest.

Finally, while military courier was used when necessary to carry private mail as well as military dispatches, it appears evident that the U.S. postal service was used by the military whenever it became available. A number of letters from western posts are marked as Overland Mail and those not so marked may certainly be considered as Overland Mail if the post was located on or adjacent to the Southern or Central Routes (as a number were) and if the date of use coincides with the dates such service was available. See the discussion on Fort Clark, Texas, postal service (Ref. 50).

Another interesting sidelight was the importation of a string of camels by Secretary of War Jefferson Davis in 1855, at a cost of \$55,000.00 to transport supplies (and probably mail) from Fort Davis, Texas, to the southwestern posts located in desert country and California. These camels were used intermittently until the Civil War. They carried loads of up to 600 lbs. each.

Military Posts and Markings

We will list each post from which postal markings are known to us, giving its location, mission and dates between which it was garrisoned by the Army. We will comment on the covers known to us with each marking and attempt to determine their scarcity. It must be mentioned, however, that at this writing we undoubtedly have a record of only a modest proportion of this material in philatelic hands and again urge collectors to let us know of others. A Xerox print would be most appreciated in reporting new covers. We will be happy either to acknowledge help or keep it anonymous. We will illustrate a number of the most interesting covers where we are able to obtain glossy prints.

The actual markings will be published as supplemental Schedule A-28g to *United States Postal Markings: 1851-1861*, by Tracy W. Simpson. While some have already been listed in Schedule A-28f, they will be re-listed and illustrated in Schedule A-28g.

Acknowledgements

In addition to the covers listed in the references listed herein and those in the author's collection, assistance thus far is gratefully acknowledged from T. J. Alexander, S. M. Arnold, W. O. Bilden, Dr. S. H. Dike, D. L. Jarrett, C. W. Kanaga, A. L. ter Braake, W. S. Parker, W. H. Semsrott, G. Signorelli and T. W. Simpson. Leonard Persson's "Auction Action" in *Western Express* for the last six years has been summarized in order to determine the amount of this material that has been available on the auction market.

References

Sources other than those already listed in Tracy W. Simpson's *United States Postal Markings* are listed below, and we would, of course, be most interested in learning of other sources giving philatelic information on military mail of the period which we may have missed.

40. *Indian Territorial Mail* by Gaspare Signorelli and Tom J. Caldwell, 1966.

41. *New Mexico Territorial Postmark Catalogue* by Sheldon H. Dike. Published by Dike-wood Corp., 4805 Menaul Blvd. NE, Albuquerque, New Mexico, 1965.

42. *Historical Register of the U.S. Army* by Francis B. Heitman. Two volumes, published by the Government Printing Office, Washington, D.C., 1903.
43. *A Guide to Military Posts of the U.S.* by Francis P. Prucha. Published by the State Historical Society of Wisconsin, Madison, Wisconsin, 1964.
44. *Forts of the Far West* by Robert W. Frazer. Published by the University of Oklahoma Press, Norman, Oklahoma, 1965.

Note: While the literature on the history of military posts is extensive, the last two books listed above give a brief summary of each post, including dates of garrison, and have been found the most useful by the author for one not requiring study in depth.

45. "Fort Bridger, Utah Territory, Precancels of 1858" by Stephen G. Rich. *Stamps* magazine, June 9, 1945.
46. "The Utah Expedition: 1857-1858" by Dominic A. Brosnan. *Stamps* magazine, August 21, 1943.
47. "War and the Early Western Mail—Part I—The Mormon Rebellion" by Emerson N. Barker. *Mekeels*, April 17, 1944.
48. "Old Fort Leavenworth, Outpost of Civilization" by Clint W. Kanaga. *Weekly Philatelic Gossip*, June 21, 1952.
49. "Early Mail Contracts on the Santa Fe Trail" by Sheldon H. Dike. *American Philatelist*, August, 1959.
50. "Texas; the Drama of its Postal Past"—Chapter VIII, "West Texas Forts and the Mail" by Alex L. ter Braake. *American Philatelist*, May and June, 1969.
51. *Western Express*, July, 1960. Page 8. Photo of Ft. Bridger pony express cover.
52. *Post Offices in the U.S.* Published by William J. C. Greer, Washington, D.C., 1851.
53. *Blue Book* for 1860.
54. "Some Miscellaneous Notes on Nineteenth Century U.S." by Stanley B. Ashbrook. *Stamps* magazine, November 13, 1943.
55. "Postal History of New Mexico Territory" Part III, by Sheldon H. Dike. *Western Express*, July, 1958.

Fort Smith, Arkansas

This post was established on October 15, 1817, as a western outpost on the south bank of the Arkansas River near the western border of the present state. It was garrisoned by the Army (with a few relatively short exceptions) until the Spring of 1861, when federal troops were withdrawn in the face of the Civil War. On April 23, 1861, it was occupied by Arkansas (Confederate) troops. A town grew up in the vicinity. Fort Smith was a major way station on the Butterfield Overland Mail route during the entire period of its operation. Postal receipts of \$653.00 for the year 1859 make this the most active military post office of the period.

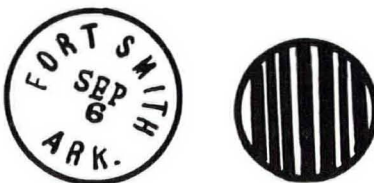


Diagram #1

I. FORT SMITH/D/ARK C22½

One cover reported on S2 ('54 shade) with 7 bar grid killer.

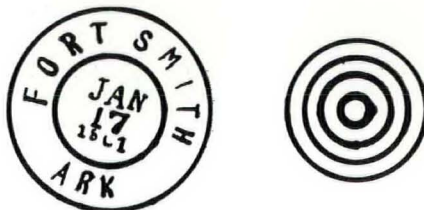


Diagram #2

2. FORT SMITH/ARK Yr. D. DC 26½

Two covers reported: one, S5 with target killer and dated Jan. 17, 1861; the other ties S5 with mss. notation on cover, "Telegraphic rep Postmaster Ft. Smith paid postage collect 35c" both with marking #2.

Note: It would seem that other Fort Smith covers of the period should still exist.

Fort Washita, Chickasaw Nation (Ref. 44, p. 125)

This post was established in April, 1842, about 30 miles north of the Red River in Indian Territory about midway between the Arkansas and Texas borders, on a site selected by (then) Col. Zachary Taylor, 1st U.S. Dragoons. Its mission was to protect the Chickasaw Indians from the hostile Comanches across the river in Texas. The post was garrisoned until February 17, 1858, when most of the troops were moved elsewhere. It was finally evacuated on April 16, 1861, and occupied by the Confederates the next day. Fort Washita was about 25 miles southwest of Bogey Depot, a way station on the Butterfield Overland Mail. The fort had weekly mail service with Bogey Depot after April 25, 1853 (Ref. 40).

Posts located in Indian Territory were attached to Arkansas in post office records and used Arkansas postmarks prior to the Civil War (Ref. 40). Two markings are known:

1. Fort Washita CN 8 Mar 1852, in manuscript.



Diagram #3

2. FORT WASHITA ARK/D/C33.5

One cover with the manuscript marking used with S2 has been reported. Two covers are reported with the second marking, one used with S2 and the other illustrated in Figure 2, shown at bottom of opposite page.

Fort Leavenworth, Kansas Territory

This post was established on May 8, 1827, by Col. Henry Leavenworth as a western outpost and to provide protection for the Santa Fe Trail. It is located on the west bank of the Missouri River 23 miles above the mouth of the Kansas River (the present site of Kansas City). It has been garrisoned continuously since the Fall of 1829 and in the 1850's it provided military protection to the emigrant trails and served as a depot for the military posts further west.

Much mail from the west was carried along the Oregon (California) and Santa Fe Trails by military courier and mailed at the Fort Leavenworth post office in the late '40s and early '50s. A town grew up south of the post and the Leavenworth City, Kansas Territory, post office was established in March, 1855. Even so, the Fort Leavenworth post office was the second largest military post office in 1859, having postal receipts of \$451.00 (Ref. 53).

Prior to the organization of the Kansas Territory on May 30, 1854, this area was in unorganized territory and was known as the "Missouri Country." The early Kansas post offices were attached to Missouri for administrative reasons. There are two markings known:



Diagram #4

1. FORT LEAVENWORTH Mo/D/C30



Diagram #5

2. FORT LEAVENWORTH KANS/D/C23

The first marking was used from 1839 until (apparently) Kansas was admitted to statehood on Jan. 29, 1861 (Ref. 11, p. 213). While stampless covers with this marking are not rare, relatively few stamped covers of this period seem to have survived. To date we have recorded six covers used with S2 (including a front with a strip of three plus 1c to Canada), two with #14 (one is illustrated in Ref. 48) and three covers with S5, for a total of eleven with marking #1. Marking #2 is an early statehood mark, and we have recorded only one cover used with a strip of four S5s. Its use with the 1861 issue is less rare.

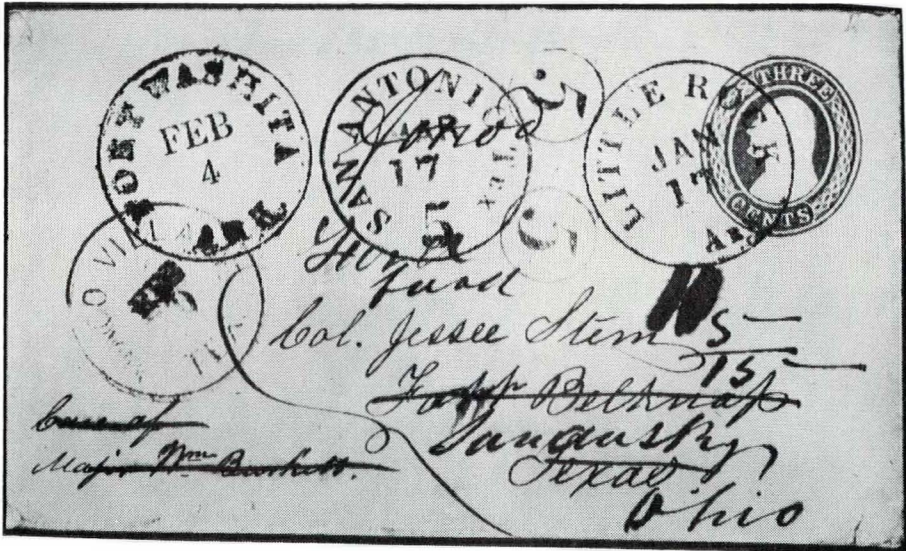


Fig. 2. A much traveled cover. First addressed to Col. Jesse Stem, Ft. Belknap, Texas (probably in 1854); forwarded from Ft. Washita (adjacent to Ft. Belknap) to Waco Village, Texas, whose post office evidently served several military posts in the vicinity; thence to San Antonio, Texas, and Sandusky, Ohio, where it apparently reached the Colonel. Army officers moved faster than the mail in those days.

Fort Riley, Kansas Territory

This post was established on May 17, 1853, by (then) Capt. Charles S. Lovell, 6th U.S. Infantry, as a western outpost. At one time the opinion was expressed in the War Department that Ft. Riley might replace both Ft. Scott, which it largely did, and Fort Leavenworth, which it did not. It was named for Gen. Bennet Riley and was located at the junction of the Republican and Smoky Hill Rivers. It has been garrisoned continuously to the present day, and in 1859 was the third most active military post office having receipts of \$219.00 (Ref. 53). Fort Riley was a way station on the first route to Denver used by the Jones & Russell Express in the Spring of 1859.

Three markings are known:

1. Fort Riley KT April 11, in manuscript.



Diagram #6

2. FORT RILEY KT/D/C33.5



Diagram #7

3. FORT RILEY KAS/D/C25

Only one cover has been reported with mss. markings used with S5. Three have been reported with the second marking, including one cover with a strip of three 1c 1851 illustrated on p. 318, Vol. II, Ref. 5, one cover with S2 and one with S5. The third is an early statehood marking, of which one cover, a patriotic, used with S5 has been reported. This marking is less rare on the 1861 issue.

Fort Scott, Kansas Territory

This post was established on May 30, 1842, by (then) Capt. Benjamin D. Moore, 1st U.S. Dragoons, in order to protect the military road between Fort Gibson, Indian Territory, and Fort Leavenworth. It was located about 100 miles south of Fort Leavenworth and 8 miles west of the Missouri border. Fort Scott was largely abandoned in April, 1853, and the garrison was moved to Fort Riley. It was re-occupied intermittently during the border troubles between the pro-slavers (Missouri) and free-staters (Kansas) prior to the Civil War. Fort Scott was re-garrisoned during the Civil War with the arrival, on March 29, 1862, of the 2nd Ohio Cavalry Regiment. A town of the same name was settled in June, 1857.

Four markings are known:

1. Fort Scott Mo, April 27, 1853 in manuscript.
2. Fort Scott KT Sept. 15, 1857 in manuscript.



Diagram #8

3. FORT SCOTT KT/D/C37



Diagram #9

4. FORT SCOTT KAN/D/C25

Only one cover each has been reported with markings, *supra*, 1. and 2. The former is franked "On Public Service" and is, of course, another "Missouri Country" marking; and the second is on U10. Five covers have been reported with the third (3. *supra*) marking, two used with S2, one with U10 and two with S5. Of the fourth marking (4. *supra*) an early statehood mark, we have three covers listed, all used with S5, including one patriotic. This marking is less scarce on the 1861 issue.

Note: Forts Arbuckle CN, Gibson CN and Tejon Calif. all had U.S. post offices in 1859 and were garrisoned for various periods during this decade. As yet, however, no covers used with stamps have been reported from these posts.

(To be continued in the next issue.)

THE READER'S FORUM

SUSAN M. McDONALD, Editor

An Open Letter to the Reader

A funny thing happened on my way to the forum. Well, not so funny, really: the only letter to appear in the Reader's Forum for this issue is written by, not to, the editor. That's not right. This is *your* page; my only job is to referee.

Individually and collectively you are literate, intelligent, knowledgeable, and articulate. There must be some things about this journal that stir your honest tribute or provoke your well-deserved wrath. Take a moment to express yourself on any subject that is covered in *The Chronicle* or that falls within the Society's field of interest. Your comments, reflections, theories, and opinions are welcome, whether praise or polemic.

Letters may be sent directly to me, and I'll see that they're referred to the appropriate period editor when necessary.

Please—it's lonesome here among all these drafty columns.

THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor

Editorial and Reports

Mr. Jerome S. Wagshal's article putting the Scarlet, Scott's No. 74, in its place, continues to arouse comment. While much of this is in the form of digging up the comments made by serious students over the years as regards the so called "August" or "Premieres Gravures" portion of the 1861 issue, a letter written by Mr. Arthur H. Bond to Mr. Wagshal some time ago is of interest. This refers to the illustrations on page 139 of *Chronicle 60*, which show three copies of the Scarlet cancelled with typical killers of the New York Post Office of a considerably later period than the sixties. Mr. Bond comments that he has seen the "P O" killer (on the dos Passos copy) used only on local mail or at least never on mail intended for out-of-town. The latter always carried the numbered killers. The earliest date of usage seen by Mr. Bond of the "P O" killer is March 27, 1877. The "triplex" year date, such as is on the corner of the dos Passos copy, does not appear, however, in 1877 but only in 1878 or later usages.

Mr. Bond goes on to say that the "D" killer was definitely the marking of Station D, and was used on both mails for city delivery and out-of-town. The earliest recorded usage seen by Mr. Bond of this type is in 1880, an earlier type being similar but with a much thinner "D" in the killer.

All of which is confirmation of the places of usage of the few Scarlets known with legitimate postal cancellations, and further evidence of Mr. Wagshal having the correct solution to their usage.

In about the same vein, following is a summary and commentary regarding the status of the so-called "August" or "Premieres Gravures" issue of the 1861 issue. The author has asked that his name not be used, suggesting that the Period Editor apply his own name to the article. This we will not do for two reasons--we don't consider it exactly ethical and we suspect that many readers will guess the authorship of these words, anyhow. As a matter of fact, we will gladly award as a prize our editorial scissors (we don't have much use for them, anyway) to the first reader supplying the correct name of the author. We must say, however, that we consider this capsule history of how Scott's Nos. 55-62, the "First Designs" acquired the undeserved status as postage stamps they now have as being quite correct.

The 10c "August" and the 1861 "First Designs"

In 1896 the late John N. Luff announced a discovery which was accepted as being important. Had it been factual it would have been very important.

Because 10c stamps from the original or premier plate had been found properly used, (Scott No. 58), and he had a 24c violet (Scott No. 60) which he believed was from a "Premiere Gravure" issue, Luff asserted that all eight values of a "Premiere Gravure" set had been issued "in the early part of August, 1861," and used as postage stamps.

Luff's conclusions were entirely imaginary. The "proof" he offered proved nothing, except that it is easy to be mistaken. Had the first 10c plate not been used twice (the second time probably by accident) his argument would have had no basis. Facts unknown to Luff in 1896, or later when his book, *The Postage Stamps of the United States* was published, proved there was no "Premiere Gravure" issue in the "early part of August, 1861"—or at any later date.

Research by the late Clarence W. Brazer published in the *Collectors Club Philatelist* for July, 1941 and reprinted in the *Essay Proof Journal* No. 84, gives the real reason for making the essay (Premiere Gravure) plates.

The *American Philatelist* for July, 1961 published, in an article by the late Norton D. York, correspondence between the National Bank Note Co. and the Post Office Department which reveals many facts previously unknown and which prove Luff's "Premiere Gravure" issue was merely a delusion.

Although an article by the late Stanley B. Ashbrook in the *Stamp Specialist Yellow Book* (1942) contains incorrect premises, it deserves very careful study. It came very near to the real reason for altering the 10c and several other of the First Issue designs.

As required by specifications in the contract which was awarded the National Banknote Company, finished (gummed and perforated) sheets of essays were submitted for approval not later than July, 1861. The 10c plate (No. 4) was finished in June, 1861 and an essay sheet may have been submitted in June.

Obviously, the 10c "First Design" was not approved. Otherwise it would not have been altered and two plates (Nos. 15 and 26) made with the altered design. Scott No. 68 was printed from these two "Second Design" or "Regular Issue" plates. Ten cents stamps from plate No. 15 are known used on a cover of August 20, 1861.

The 10c stamp in the design of No. 68 is the only variety which may correctly be called the "10c August" of the 1861 issue. The Scott catalog note about shade and paper applies to no other stamp.

Neither Luff in 1896, nor anyone at a later date, has ever produced one essay (Premiere Gravure) used "in the early part of August, 1861." Luff's statement that making "Second Design" plates caused a delay and Premieres Gravures were issued to meet *an urgent need for the new stamps* is unadulterated moonshine because it cannot be reconciled with the facts. The "Second Design" stamps could have been issued on August 1st, 1861, "as had been intended." The Stamp Agent obtained a delay of two weeks for an entirely different reason.

The 10c Plate No. 4

This essay plate went to press again for a day or two, early in September, 1861, or at a date early enough so that the 10c First Design was used on a cover on September 19, 1861. Possibly the most acceptable reason is that this Premiere Gravure plate was placed in the press and used in error. The Stamp Agent accepted these erroneous prints and supplied them to post offices in the regular way. That error (or happenstance ?) is the real basis for catalog listings which have persisted in being wrong for three score and ten years.

The 10c essay which was not approved in June or July of 1861 is listed as Scott No. 58. A ten cents postage stamp, of the same design, but printed at a much later date and which was issued in September, 1861 also is included under this number. These are really two different printings from the same plate, one being merely an essay; the other being an issued stamp. The same comment applies to the 24c stamp of 1861, No. 60. The rest of the set of Nos. 55-62 are purely essays.

These facts have been known to most collectors for many years. If such listing in the Scott catalogs of unissued essays with, and as if they were the same as regularly issued postage stamps, has not been repeated in the face of the known facts merely to save the face of John N. Luff, some collectors would like to know what other reason there can be.

The June 29/30 Carrier Cover

This cover, illustrated on page 107 of *Chronicle No. 63* has aroused its share of comment. First, Mr. Edward T. Harvey correctly points out what looks something like a year date in the backstamped Penny carrier mail marking, is actually a time mark such as 1 PM. Mr. Harvey states these were usually a little smeared, and also comments that the use of this marking continued on into July for a short period before being discontinued. However, of some 15 covers examined by Mr. Harvey, all that were legible had the same dates in both markings. Mr. Henry M. Gobie, a retired postal supervisor, commented that in many years of his experience with incorrect dates in postmarks, by far the most common error was the failure of a clerk to change the date in the handstamp at the beginning of his tour of duty.

Mr. Harvey commented, quite correctly, that contrary to our caption, this was not the last day of the carrier service but the last day that extra payment was required. Mr. Harvey also would like to learn the meaning of the small letters (usually "A") appearing at the right in the marking.

Additions and Corrections to Listings of Markings

Referring to the listing of the red New York carrier marking, item "R" on page 109 of *Chronicle No. 63*, Mr. Calvet M. Hahn points out that a later listing than the one given (Nov. 21, 1861) is shown on page 184, Vol. II, of the late Mr. Ashbrook's *The United States One Cent Stamp of 1851-1857*. Until Mr. Hahn wrote us, we had no idea that any usages on 1861 stamps were even mentioned in this work! However, the marking is noted as having been struck in red on a 1c 1861 stamp on January 30, 1862, as reported by the late Mr. L. B. Mason.

Mr. Elliott Perry also reports more about patent cancellers. These were illustrated in *Chronicle No. 57*, pages 26-27 (Plate II) and additional data was given on page 115 of *Chronicle No. 63*. Mr. Perry comments as follows:

Rochester; Nov. 24 and Nov. 25, 1862; target cancel. Dec. 27, 1862—open grid, nine bars. A patent cutter was used on various dates between Feb. 18 and Aug. 19, 1863. An ordinary four ring target cancel was used on covers dated Dec. 28, 1863 and Jan. 15, 1864.

Buffalo; May 15, 1863 through Feb. 4, 1865—various dates showing use of the small round double circle (outer circle with a gap; inner being the patent cutter). On June 14, 1865 a similar marking had as the outer circle or stopper a small rosette about 15 mm wide.

Albany; June through November (probably 1863) and Jan. 1864; patent canceller similar to the Buffalo and Rochester markings was used.

* * *

We do not have enough markings reported to provide the usual plate or so of such this issue. While this is not necessarily a request for markings to be submitted indiscriminately, we could use accurate tracings of Missouri town markings used during the Civil War. These are believed to be scarce enough and interesting enough to be worth tracing, particularly with reference to other than St. Louis markings and even these are not really common.

United States 1869 Stamps Used In Japan

R. B. GRAHAM

While the listings of markings in the Scott's Specialized Catalog indicates that a considerable supply exists of stamps of the U.S. 1869 issue off cover but bearing cancellations of the United States post offices in Japan, covers with stamps so used are not often seen. Neither is there a great deal of information available regarding this usage in literature published in this country.

For this reason, it was quite a nice coincidence for the writer to acquire a copy of Dr. S. Ichida's (R.A. No. 303) *The Cherry Blossom Issues of Japan* in which Chapter III is devoted to the postal system for foreign mail in Japan during the '60's and early '70's, and see the covers illustrated with this article within a few months. Mr. Creighton C. Hart showed us the covers, which are now in the collection of Mrs. Margaret L. Wunsch.

In another of his fine works on Japanese stamps and postal history, *The Dragon Stamps of Japan, 1871-1872*, Dr. Ichida illustrates three more covers bearing U.S. stamps which entered the mails at U.S. consular post offices in Japanese cities, and he illustrates one more in his more recent book, noted previously. We would assume that covers from these offices to the United States would be the normal thing for such usages, but the appearance of the covers illustrated make this somewhat questionable.

The rate to the United States across the Pacific was 10c, and three of the four covers illustrated by Dr. Ichida in his books bear such a rate although, oddly, one of these was mailed only from Hyogo to Nagasaki. The other cover shown by Dr. Ichida was carried by a 3c 1869 stamp and also went from Hyogo to Nagasaki, being from the same correspondence.

The covers illustrated herewith, having, respectively, 6c in 2c 1869 stamps and a single 3c banknote, went from Hyogo to Yokohama. They also indicate the mode of transportation; the U.S. Pacific Mail Steamer *Golden Age*, which, we believe, was one of the U.S. steamers operating under the



Figure 1

A double 3c rate, paid by a strip of three 1869 stamps used in Japan. From Hiogo (Kobe) to Yokohama, Japan, per Pacific Mail Steamer "Oregonian." Letter heading as shown below the cover. Courtesy of Mrs. Margaret L. Wunsch. Photo by C. C. Hart.



Figure 2

From Hiogo to Yokohama, per the "Golden Age" 25 April, 1874. A single of the same rate as shown in Fig. 1, above. Photo by C. C. Hart.

first trans-Pacific mail contract. Apparently these covers were mailed from a U.S. Consular postoffice in one Japanese city to a similar postoffice in another Japanese city. Both of the covers illustrated have contents written in German.

To us, the really interesting thing about these covers is the application of the U.S. 3c per ½ ounce domestic rate to this use, for we believe (as stated in Dr. Ichida's book) the 1869 cover to be a double rate and the other a single, as the former being a folded letter, weighs between ½ and one ounce! While one wonders just what authority could permit the application of the U.S. domestic rate in such a usage, the next question is just what rate was authorized for this use. Judging from one of Dr. Ichida's covers (date not given) a ten cents rate was used at least once for this route. Can anyone reading these lines confirm or refute this idea or supply additional information as to the source of this rate?

Again from Dr. Ichida's book, we note that there were four U.S. post-offices in Japanese cities, with dates of opening as follows: Yokohama (1867), Nagasaki (1867), Hyogo (1868) and Hakodate (1871). Stamps were sold in these offices as early as 1867, and all were closed the last day of December, 1874, when, we believe, a new U.S.-Japanese postal treaty became effective.

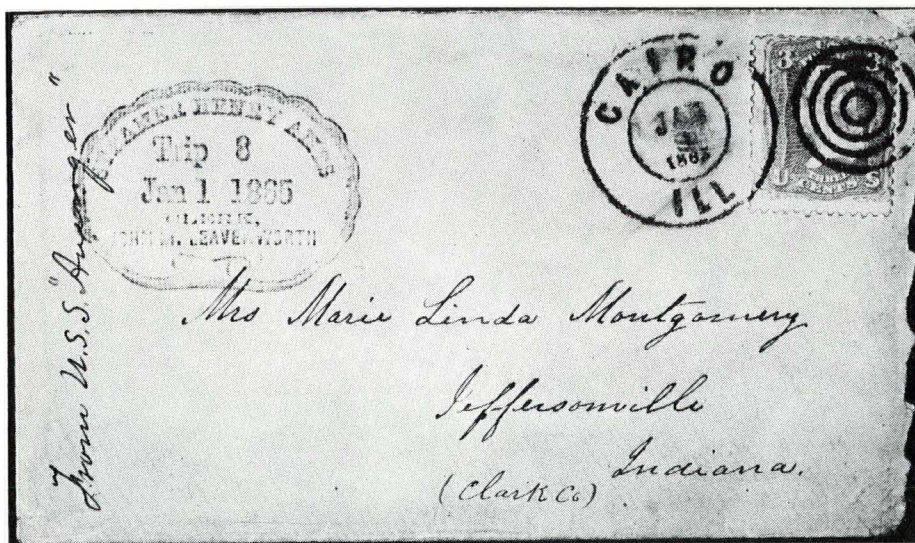
Bibliography

Dr. S. Ichida, *The Dragon Stamps of Japan*, Ikeda Publishing Co., Tokyo, 1959.
Dr. S. Ichida, *The Cherry Blossom Issues of Japan*, All Japan Philatelic Federation, 1965.

Packet Boat Purser's Markings and Corner Cards

The late Mr. Henry A. Meyer was probably best known for his work in the field of waterway markings connected with the mails. He had assumed, a good many years ago, the burden of revising the book *United States Waterway Packetmarks*, by the late Eugene Klein, which appeared in 1940, with a supplement in 1941. Mr. Meyer had collected and recorded literally hundreds of previously unrecorded markings, and much of the work to publish a revised edition had been completed at the time of his death.

It is with a good deal of pleasure that we advise that the material accumulated by Henry A. Meyer is now in the hands of a capable committee who intend to complete the task. Rather than give names, other than that



A very fine handstruck purser's marking "Steamer Henry Ames/Trip 8/Jan. 1 1865/Clerk./John M. Leavenworth." Struck on a naval letter "From U.S.S. Avenger", then patrolling the Mississippi River between Natchez and Vicksburg. The cover was undoubtedly placed aboard the Henry Ames on her up trip from New Orleans, the letter being placed in the mail at Cairo.

Mr. Floyd Risvold of Minneapolis has agreed to handle the project, we wish merely to state at this time the first step is to get the material organized and see what is needed to be done. No doubt the committee will have additional announcements to make when this is completed.

Mr. Meyer also was greatly interested in the allied field of postal markings, such as SHIP, STEAM, WAY, MAIL ROUTE, and similar origin or rating justification marks. Some fifteen to twenty years ago, he had published a series of articles in the *S.P.A. Journal* reviewing these markings. This in turn led to his writing a book, based upon the series but greatly expanded. However, being the perfectionist that he was, Mr. Meyer never permitted the book to be published as he was not satisfied that it contained enough answers. For example, it was only a few years ago that the final answer to the markings MAIL ROUTE was unearthed by Mr. Arthur H. Bond with, perhaps, a few suggestions from Henry. Still unsolved are certain questions regarding the use of the markings WAY, and SHIP, particularly after 1863. Mr. Meyer regarded these unsolved problems major obstacles to the publication of his book, and it is very doubtful that the book would ever have been submitted for publication until such time as Mr. Meyer had a complete and certain answer for every question.

Mr. Meyer had left with this Period Editor a copy of his book, and we had agreed to get it up to date and in print when the material was available to complete it. In the next issue, it is our intention to commence publishing plates of postal markings associated with waterway packets as given in Mr. Meyer's records. Obviously, there will be overlap with both earlier and later periods. Space permitting, it is intended to handle this in much the same way as the Meyer-Towle book was handled to start with; in this case there is not nearly the large volume of markings available to be published.

This is not intended as a request to have markings submitted; quite the contrary is intended. While we are sure that Mr. Meyer did *not* have every possible waterway postal marking recorded, submission of additional material is pointless until such time as plates of those markings that have been recorded appear in print. The omissions will then be obvious by their absence, and at that juncture submitting examples will be appropriate and zealous, cooperation devoutly to be wished!

RICHARD B. GRAHAM

Chicago Double Circle and Local Postmarks with Initials

(Based upon notes furnished by Richard McP. Cabeen)

The late Mr. Richard McP. Cabeen was best known for his work in the fields of territorial markings and of the 1851-57 stamps. He was interested in other areas, however, such as Chicago postmarks. One of the real puzzles in the latter field concerns the use of 1863 Chicago postmarks with letters in the date logos slots. In *Chronicle No. 53* (October, 1966) a cover bearing one of these markings was reported by Mr. Richard Edmond and a request was made that covers with such similar markings be reported to either Mr. Cabeen or the Period Editor.

This request brought a considerable response, which in turn aroused interest in further data which Mr. Cabeen requested. He also made a preliminary compilation of the reports received, which was sent in early 1967 to all who had reported covers. However, although several avenues were explored, no certain answer was found. The most probable explanation of the letters in these markings is that they are initials or other identification of the postal clerk applying the postmark. This is neither certain nor is a reason known. Although Mr. Cabeen's investigation developed an extensive record of covers with these markings, including such data as to where addressed, from what address the cover was sent (when available), the date of the marking, the killer which was duplexed with the marking and the owner of the cover, few real patterns are apparent from the compilation.

In Figure 1, the tracings accompanying this article, we have shown as (1) the double circle marking as it was originally used, and (2) the same marking showing the letters "RA" which is one of the four known letter combinations re-

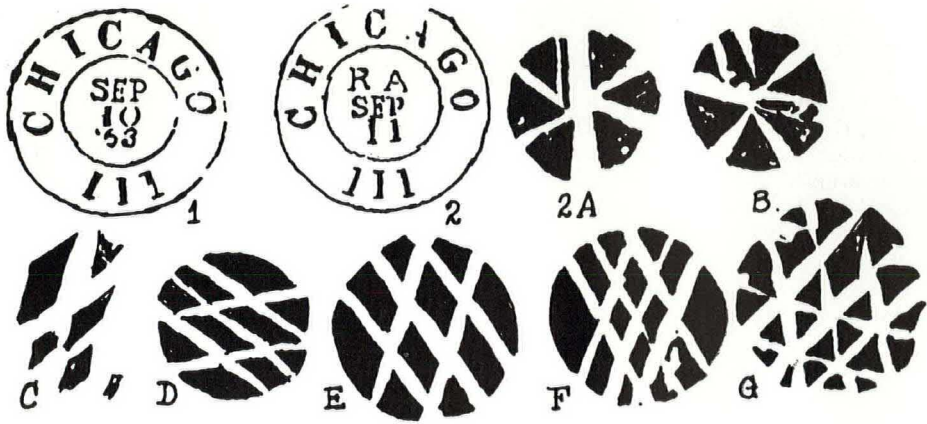


Fig. 1. Tracings of the Chicago double circle marking and a few of the killers which were duplexed with it. All from covers in the Chester C. Peterson collection. Items 2A, B, C, and E were with the "RA" letters, D with "GA", F with "SB" and G with "X".

recorded as used with this double circle marking. Also shown are a few of the cork killers which were duplexed with the double circles. As these are difficult to describe other than by tracings, and an examination of those which we have seen indicates little is to be gained from further compilation of them, we have not recorded these in the tabulation accompanying this article. The basis of this decision is that while several of the postmarks with letter combinations are known with more than one cork, no cork killer is known as used with more than one postmark.

From Mr. Cabeen's notes, we learn that this particular type of double circle postmark only came into use in Chicago a few days before the first postmarks with the letters appeared, his earliest recorded use being September 8, 1863. As the earliest recorded use of the letters in these town datestamps was September 11, 1863, these instruments were obviously new when the practice was begun.

For those not completely aware of how instruments with such markings are made, we should probably say that such handstamps were equipped with at least two slots and frequently, in this era, three slots into which date logos or special type could be inserted. If two lines only were used, then month and day, only, were shown; the third slot was for a year date. The normal arrangement produced a marking such as is shown as Figure 1, Item 1. When the letters were added, the year date was abolished, the other two logos were moved down one slot and the "mystery" letters placed in the top slot. Four different letter combinations are known with the double circle marking. The two commonest are "RA" and "SB", but "X" is also well known. The last, "GA", is seldom seen, judging by the compilation.

In addition to the letters in the double circle marking, a similar practice was followed for roughly the same period for the local "Chicago City" single circle marking. We do not have an example of this marking available to trace at this time. Six letter combinations, three being two-letter and the others each a single letter, are known with this marking. Mr. Cabeen had seen and examined all but one of the double letter combinations, which had been mentioned to him by the late Dr. C. W. Hennan. None of these markings are common; only two copies of "KB" and one each of "B", "I", "O" and "PB" were recorded. The marking not seen was reported as a "KM." We do not believe these local markings were accompanied by duplexed killers, but need verification of this idea.

Mr. Cabeen had recorded these for many years, but he was not aware of the earliest known date of usage, this having been reported by Mr. Chester C. Peterson after the list was compiled.

From the complete compilation, it may be seen that these markings were used, partially concurrently, from September 11, 1863 until November 30 of that year. Only a very careful study of the covers themselves would reveal just how

many duplicate individual instruments were involved. We believe it was then the practice that each clerk in a large office might either have his own marking devices or at least that several such, intended to be alike, would be available. We would assume that the Chicago post office had several such double circle post-marking devices furnished, and it is possible that they were not all delivered at once, which might account for the staggered appearance of the lettered markings, although their disappearance from use is another matter. The use of the markings could apply to both location and to shift as well as to individuals. None of this reveals the reason for the use of the letters.

The fact that some of the markings, such as "RA" have more than one duplexed cork killer could indicate more than one instrument with these letters, but we prefer to think that the corks wore down quickly with heavy usage and were replaced.

Mr. Cabeen asked in his notes if double circles without the letters such as are illustrated in Figure 1, were in use during the same period when the markings with the letters were used. He noted that Chicago carrier service did not begin until 1864, although there were West and North side branches established at this time. The West side branch was located at the N.W. corner of Randolph and Halstead; the North side branch at Clark and Ontario Streets. At this time the Chicago city limits were approximately Fullerton Avenue to the north, Western Avenue at the west, 39th Street to the south and, of course, Lake Michigan to the east. There is no connection between the street number arrangement of 1863 and those of today except possibly southward from 12th Street.

The purpose of collecting information as to where the letters were written was to determine if any geographic pattern of mailing was connected with the initials. Not enough data has been collected so that any conclusions can be drawn.

It was stated above that there may be a connection between the letter combinations and the initials of some of the post office personnel at this time. Mr. Cabeen gave the following names as being listed in Andreas' *Chicago*, Vol. III, page 601.

John L. Scripps, Postmaster (and part owner of the *Chicago Tribune*.)

George B. Armstrong

Samuel Bangs

A. F. Bradley

P. D. Leeward

Robert A. Gilmore

Armstrong and Bangs were of Railway Mail Service fame. The letters underlined agree with certain of the letter combinations. Mr. Cabeen commented that some sources list Bang's name as George S. Bangs, although the listed version was probably correct.

From the listings, it may be seen that some of the covers bear the oval "examined" marking of the Camp Douglas Federal prisoner-of-war camp where Confederate soldiers were confined, and other covers the West or North branch post office oval markings. All these are struck on the covers in addition to the regular Chicago marking.

To speculate a bit, the fairly good fit of the initials of some of the post office clerks to the letter combinations is substantially indicative, if not conclusive. Consultation with the U.S. Register for 1863 might supply names of other Chicago postal clerks of 1863 whose initials fit some of the other letters or combinations.

If origin is unknown, there seems to be little point in recording more of these covers with "RA" or possibly "SB," except those which extend dates of use or have something else unusual about them.

Only last names of those reporting covers are given in the list. In addition to Mr. Cabeen, Col. H. S. Mueller, and Messrs. Mr. Leonard Hartmann, Bert Christian, Delf Norona, Carl Cowdrey and Dr. Harvey M. Karlen reported covers

to Mr. Cabeen as a result of the request. A question of Mr. Richard Edmond regarding one of these markings started the whole thing off, and Mr. Guy Prescott asked about another of these recently. Shortly after the list was compiled, Mr. Chester C. Peterson reported the rather large number of his covers which are included in the table, and later graciously sent us Xerox prints of all of them. Our tracings were made from these Xerox prints, and our thanks go to Mr. Peterson as well as all those who submitted reports.

Letter	Date	Origin	Destination	Stamp	Reported By
RA	9-11	Not given.	North Enfield, N.H.	65	Peterson
	9-11	Not given.	54th Mass. Vols, Beaufort, S.C.	65	Peterson
	9-13	Camp Douglas (1)	?	?	Karlen
	9-20	Not given.	Newburgh, N.Y.	65	Peterson
	9-23	Not given.	Wells Corners, Vt.	65	Prescott
	9-24	118 W. Lake St.	?	?	Christian
	9-27	Not given.	Belmont, N.Y.	65	Edmond
	9-27	Not given.	?	?	Cowdrey
	9-29	Not given.	Burlington, Iowa	65	Peterson
	10-4	Not given.	Mt. Sterling, Ky.	3c env.	Peterson
	10-5	Not given.	?	?	Cowdrey
	10-6	Briggs House. (Randolph & Wells)	Campville, N.Y.	65	Peterson
	10-7	Not given.	Hanover, N.H.	65	Peterson
	10-9	Not given.	N. Charleston, N.H.	3c env.	Cabeen
	10-9	J. Young Scammon	Boston, Mass.	3c env.	Hartmann
	10-11	Not given.	Benson, Vt.	3c env.	Peterson
	10-14	Camp Douglas (1)	Louisville, Ky.	3c env.	Cabeen
	10-15	Not given.	Three Rivers, Michigan.	65	Peterson
	10-16	Not given.	Saline, Mich.	3c env.	Karlen
	10-16	Not given.	Conway, Mass.	65	Peterson
	10-17	Camp Douglas (1)	Louisville, Ky.	3c env.	Cabeen
	10-21	Sherman Cooles & Co.	Westchester, Conn.	3c env.	Cabeen
	10-25	Camp Douglas (1)	Cave City, Ky.	3c env.	Mueller
	10-26	Not given.	Campbell, Ky.	65	Cabeen
	10-26	Not given.	Jonesville, Mich.	65	Peterson
	10-29	Ass't Supt., Chicago & Galena R.R.	?	?	Karlen
	11-2	Not given.	?	?	Cowdrey
11-3	J. Young Scammon	Boston, Mass.	3c env.	Peterson	
11-8	Not given.	Jonesville, Mich.	65	Peterson	
11-13	Not given.	Angelica, N.Y.	65	Peterson	
GA	9-14	Not given. (W. Br.) (2)	?	?	Karlen
	10-1	Not given.	Burlington, Iowa	65	Peterson
	10-7	G.A. Cook, Gen. Agt. Stomach Bitters	Washington, Ill.	65	Cabeen
	11-10	Not given. (N. Br.) (3)	Hutchinson, Minn.	pr. 65	Peterson
SB	9-21	Not given.	St. Louis, Mo.	65	Cabeen
	9-22	Not given.	Hastings, Minn.	65	Cabeen
	9-27	Not given.	Milwaukee, Wis.	65	Cabeen
	9-27	Akers & Casey, 20 N. Lake St.	Washington, Ill.	73 & 65	Cabeen
	10-4	Webster, Marsh & Co., 67 Lake St.	Rock Island, Ill.	3c env.	Peterson
	10-9	Cobbs Bldg., 126 Dearborn St.	?	?	Cowdrey
	10-12	Not given.	Rock Island, Ill.	3c env.	Peterson
	10-12	Not given.	Milwaukie, Wis.	65	Peterson
	10-16	182 N. Clark St.	Notre Dame, Ind.	65	Cabeen
	10-16	Not given.	Morris, Ill.	pr. 65	Peterson
	10-22	Not given.	Washington, Ill.	65	Peterson
	10-30	Not given. (W. Br.) (2)	?	?	Karlen
	10-31	Not given.	?	?	Cowdrey
	10-31	Not given. (W. Br.) (2)	Rochester, N.Y.	65	Peterson
11-5	Not given.	Warsaw, Ill.	65	Peterson	
11-12	Lee & Antes, 121 Lake St.	?	?	Cowdrey	
X	9-24	Not given.	?	?	Cowdrey
	10-7	Geo. Gardiner, Chi. Sanitary Comm.	Lafayette, Ind.	3-65	Cabeen
	10-7	Rees & Slocum, 88 Dearborn St.	Hopkinsville, Ky.	65	Peterson
	10-8	Not given.	New York City	65	Peterson
	10-14	66 Madison St.	Climax Prairie, Mich.	65	Cabeen
	10-29	John A. Tyrell	Cincinnati, Ohio	2-73 (4)	Cabeen
	10-29	Not given.	Piece of cover, only.	65	Cabeen
	11-2	Gould & Bro., 159 S. Water St.	Logansport, Ind.	65	Hartmann
	11-3	Not given.	Benson, Vt.	65	Cabeen

Letter	Date	Origin	Destination	Stamp	Reported By
CHICAGO LOCAL LETTERS, postmarked "CHICAGO CITY"					
KB	9-26	Not given.	To any photographer in Bloomfield, Ind. (5)	2c env.	Cabeen
	10-13	Peoples Gas Light & Coke Co.	?	73	Cabeen
PB	10-17	Not given.	?	?	Norona
KM	This marking not seen by Cabeen; but mentioned by Dr. C. W. Hennan.				
I	10-9	Not given.	Box 1796	65 (4)	Cabeen
O	10-17	Briggs House	P. O. Box 6069, Present	?	Norona
B	11-30	Not given.	199 W. Randolph St.	73	Cabeen

Notes

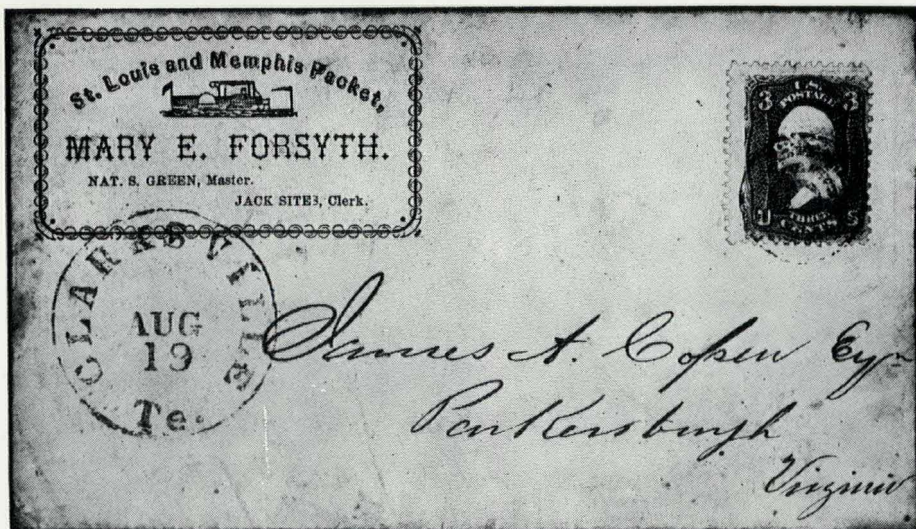
- (1) With oval marking "EXAMINED", etc.
- (2) West Side Branch postoffice marking in oval.
- (3) North Side Branch postoffice marking in oval.
- (4) Overpaid.
- (5) Probably a printed matter rate.

Clarksville, Tennessee Occupation Markings

Included as item "J" of Plate 1 of Chronicle No. 63 was a Clarksville, Te. occupation marking. The strike from which the tracing was made was not a particularly clear strike, nor was it quite complete. This is not unusual with large balloon markings; it follows that the smaller the marking, the easier to hit it squarely upon a cover.

The accompanying cover, showing a very sharp strike of the Clarksville, Te. marking was in the records of Mr. Henry A. Meyer. The owner's name was not recorded.

The record in the Lytle List (*Merchant Steam Vessels of the United States, 1807-1868*, compiled by William Lytle and published by The Steamship Historical Society of America, 1952) of the *Mary E. Forsyth* does not help us date the cover. The *Mary E. Forsyth* was built in 1862, and Memphis fell in May, 1862. The cover just could have been used in 1862, although a better guess would probably be 1863 or later.



RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

Remele Catalog

(1) In CHRONICLE 63 a new type of LITTLE MIAMI R.R. was reported and cataloged as L 6-c. A tracing has been made of this 32½ mm. red marking but it is from a very blurred strike and our readers must be cautioned that tracing may be at variance from actual. However the R.R. reading from rim instead of center is apparent.

(2) Mr. William Wyer submits a new HOUSATONIC R.R. station marking for the record completing information that Remele partially reported from a 1946 auction catalog.

H4S-a, HOUSATONIC R.R. BOTSFORD 35 x 25½ mm. black, 1851-57.

(3) Your Editor is attempting a detailed study of the New Orleans, Jackson & Great Northern R.R. and would appreciate any information from collectors on the present whereabouts of markings reported by Remele as N9-a, N9-b and N9-c.

(4) Mr. E. N. Sampson submits for inspection a new item. It is MICH. SOUTHERN R.R. on stamped envelope U2-Remele M6-b but in BLACK and with center slug date MAR. 7.



L6-c



H4S-a

Towle-Meyer Catalog

(a) In connection with the subject of railroad station markings the following notice from the Daily Bulletin No. 644 of Saturday, Apr. 15, 1882 is of great interest:

“Postmarking Stamps
Post Office Department
Office of First Assistant Postmaster General
Washington, D.C., April 15, 1882.
Circular No. 1192.

It having been brought to the attention of this department that many postmasters are using railroad stamps, for postmarking their mail matter, and as the stamp upon such matter is often of very great importance as evidence of the date of mailing, and as the value of this evidence is materially effected by the use, by postmasters, of irregular stamps; postmasters are directed in future to use no stamp for postmarking unless it contains the name of the post office and date of its use, and it must contain no other matter, and must make a clear and distinct impression and be used only with black ink.

Frank Hatton
First Ass't P.M. Gen'l”

Evidently this notice had limited effect as we find many station markings in blue ink and showing railroad names used in the period following this notice.

(b) Notes and Errata—New York, Pennsylvania, New Jersey, Delaware, Maryland 111-S-4—Add WYD 1876

Catalog Route 123—Norwich to Cortland, N.Y. via Auburn Branch of NEW YORK & OSWEGO MIDLAND R.R. (Discontinued 1879)

Route Agents: Norwich-Cortland Village, N.Y. 1873-1 Agent

Markings: 123-A-1, 25½ black. Banknote. 5

123-B-1 Delete

123-C-1 Delete

129-E-1. Delete. This is now believed to be a steamboat marking on Seneca Lake.

132-A-1 Delete. Transfer to 135

Catalog Route 133: Canastota to Elmira, N.Y. via ELMIRA, CORTLAND & NORTHERN R.R. (Utica, Ithaca & Elmira R.R.—Ithaca & Cortland R.R.—Cazenovia, Canastota & De Ruyter R.R.—Cazenovia & Canastota R.R.)

Route Agents: Norwich-Cortland-Ithaca-Elmira, N.Y. 1877-2 Agents:

Canastota-Elmira, N.Y. 1879, 1881, 1882, 1883-2 Agents (119 miles)

Markings: 133-A-1, 25½ black, 1880. 4

133-B-1, 25 black, 1877.7. (Utica, Ithaca & Elmira) Formerly 123-B-1

133-C-1, 25½ black, Banknote. 4 (Ithaca & Elmira) Formerly 123-C-1

Catalog Route 135—Add marking—

135-B-1, 25½ black, Banknote. 10. (Geneva & Ithaca) Formerly 132-A-1

136-A-1 Add WYD 1885

175-E-1 Add WYD 1885

182-E-2 Add WYD 1885

Catalog Route 193—Add marking—

193-S-1 D.Circle 23½-14 blue, WYD 1866.15 (Formerly 195-S-6)

Catalog Route 195—Delete marking 195-S-6

228-A-1 Add killer HUNT in 21 mm. black circle. Route agent's name.

238-D-1 Add WYD 1885

260-A-1 Add color—black.

260-A-3 Also reported with center slug.

272-S-1 Add WYD 1884.

274-S-8 Black—Add WYD 1864, 1870: Blue—Add WYD 1865, 1869.

(c) Through the cooperation of Messrs. Fingerhood, Germon, Kesterson, Kiener, Wierenga, Woodruff and Wyer we present two additional plates of newly reported markings for addition to the catalog—

Addenda

Plate XI

Maine

Catalog Route 2: Blanchard-Oldtown, Maine. BANGOR & PISCATAQUIS R. R.

Route Agents: Bangor-Dover, Me. 1871-1 Agent; Bangor-Guilford, Me. 1873-1 Agent; Bangor-Abbott, Me. 1875-1 Agent; Bangor-Blanchard, Me. 1877-1 Agent, 1879, 1881-2 Agents, 1882, 1883-1 Agent (64 miles)

Markings: 2-A-1, 25½ black, Banknote. 15

Massachusetts

54-L-1, 25½ black, 1873, 7. (Hartford, Providence and Fishkill)

56-B-1, 26 black, Eighties. 3. (Lowell & Worcester)

New York

112-C-4, Neg. Rectangle, black, Sixties. 20 (Long Island R.R.)

115-R-1, 26 black, WYD 1884. 2. (Rochester and Niagara Falls)

118-B-1, 25½ black, 1876. 12 (Erie & Wallkill Valley)

(Formerly listed as T-13, pg. 329)

120-B-1, 27 black, WYD 1885. 3. (Brewsters Station and New York)

134-S-1, D. Circle 31½-21 blue, WYD 1875. 6

139-D-1, 27½ blue, WYD 1883. 4 (Oswego and Charlotte)



2-A-1



54-L-1



56-B-1



112-C-4



115-R-1



118-B-1



120-B-1



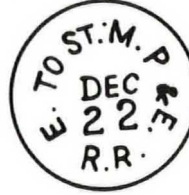
134-S-1



139-D-1



177-D-1



198-G-1



198-S-4



215-D-1



217-D-1



238-G-2



238-H-1



238-I-1



278-C-1



278-C-2



303-M-1



305-T-4



357-M-1



360-L-1



476-C-1

PLATE XI



502-S-2



502-S-3



516-A-1



532-D-1



522-S-5



533-C-1



550-G-1



555-S-1



EAST



533-D-1 — 550-F-1



614-B-1



620-J-1



621-B-1



621-B-2



659-A-1



670-A-1



708-H-2



881-A-1



763-C-1



806-A-1



810-H-1



970-B-1

PLATE XII

Pennsylvania

177-D-1, 25½ black, Banknote. 13. (Delaware & Hudson Canal Co. R.R.)
198-G-1, 25½ black, 1875. 10. (Erie to St. Mary's-Philadelphia & Erie)
198-S-4, Oval 32½ x 13½, blue, WYD 1869. 10 (Philadelphia & Erie)
215-D-1, 25 black, Banknote. 12 (Oil Creek and Allegheny)
217-D-1, 25½ black, 1875. 6. (Driftwood & Red Bank Furnace)

New Jersey

238-G-2, 26 black, Banknote. 2. (New York and Washington)
238-H-1, D. Circle 26-15 black, Sixties. 5 (Washington to New York)
238-I-1, 26 black, 1882. 2 (New York and Washington Day Line)

West Virginia

278-C-1, 27 black, WYD 1885. 3 (Grafton and Wheeling)
278-C-2, 27 black, WYD 1885. 3

Virginia

303-M-1, 26½ black, 1877. 18. (White Sulphur Springs and Huntington)
305-T-4, 27 black, WYD 1883. 1. (Washington & Richmond, Night)

Georgia

357-M-1, 26½ black, Banknote. 12. (Western and Atlantic)
360-L-1, 25½ blue, 1876. Partial. 10. (Montgomery & Eufaula R.R.?)

Texas

476-C-1, 27½ black, WYD 1886. 4. (Houston and El Paso-Eastern Div.)

Plate XII

Tennessee

502-S-2, D. Circle 29½-20½ blue, WYD 1878. 12. (Memphis and Charleston)
502-S-3, D. Circle 29½-20½ blue. WYD 1873. 16.
Catalog Route 516: Nashville, Tenn.-Hickman, Ky. NASHVILLE, CHATTANOOGA & ST. LOUIS R.R. (Nashville and North-western R.R.)
Route Agents: Nashville, Tenn.-Hickman, Ky. 1867-2 Agents, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1882, 1883-3. Agents (171 miles)
Markings: 516-A-1, 25½ black, 1886. 3.

Kentucky

522-S-5, Oval 27½ x 22½, blue, WYD 1872. 12. (Kentucky Central)
532-D-1, 25½ black, 1878. 4. (Louisville and Fish Point)
533-C-1, 26 black, 1880. 4. (Louisville and Paducah)
533-D-1, 27½ black, WYD 1883. 'East' killer. 3.

Ohio

550-F-1, 27½ black, WYD 1886, 'W' killer. 2. (Marion and Chicago)
550-G-1, 27 black, 1884. 2. (Salamanca and Kent)
555-S-1, Shield, blue, WYD 1870. 12. (Cleveland, Columbus & Cincinnati)

Michigan

614-B-1, 25 black, Banknote. 20.
620-J-1, 26½ black, 1881. 4. (Cadillac and Kalamazoo)
621-B-1, 26½ black, Banknote. 7. (Jackson and Fort Wayne)
621-B-2, 26 black, Banknote. 7.

Indiana

659-A-1, 27 black, 1886. 3. (Logansport and Columbus)
Catalog Route 670: West Lebanon, Ind.-LeRoy, Ill. WABASH, ST. LOUIS & PACIFIC R.R. (Havana, Rantoul & Eastern R.R.; Mississippi & Atlantic R.R.; LeRoy Narrow Gauge R.R.)
Route Agents: West Lebanon, Ind.-Fisher, Ill. 1879-1 Agent; West Lebanon, Ind.-LeRoy, Ill. 1881-1 Agent, 1882, 1883-2 Agents (77 miles)
Markings: 670-A-1, 27 black, 1879, 1881, 'W' killer, 8.

Illinois

708-H-2, 23 black, Sixties. 4.

Iowa

763-C-1, 25½ black, Banknote. 7. (Sioux City and Pacific)

Missouri

Catalog Route 806: St Louis, Mo.-Columbus, Ky. ST. LOUIS, IRON MOUNTAIN & SOUTHERN R.R. (St. Louis and Iron Mountain R.R.)
Route Agents: St. Louis, Mo.-Columbus, Ky. 1871, 1873-3 Agents; 1875-2 Agents; 1877, 1879, 1881, 1882, 1883-3 Agents (198 miles)
Markings: 806-A-1, 26 black, Banknote. 5.
810-H-1, 26 black, 1874. 10. (Cameron & St. Joseph)

Minnesota

Catalog Route 881: Little Falls-Morris, Minn. NORTHERN PACIFIC R.R.
Route Agents: Little Falls-Morris, Minn. 1883-2 Agents (88 miles)
Markings: 881-A-1, 27 black, WYD 1886. 4.

Utah

970-B-1, 27½ black, WYD 1885. 7. (Ogden and Salt Lake City)

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

HIOGO, JAPAN, TO FRANCE, VIA SAN FRANCISCO AND NEW YORK

Mr. Henry S. Nowak, RA 491, reports the cover illustrated as Figure 1. This is an unsealed trade circular or prices current that originated in Hiogo, Japan, addressed to St. Etienne (France) and is endorsed "via San Francisco & New York." It is prepaid 4c by a pair of 2c stamps of the 1869 issue and, on its reverse, bears a St. Etienne receiving mark dated January 21, 1871. While it does not bear a Hiogo postmark (the stamps are cancelled with an indistinct marking), the circular, itself, indicates that it originated in Hiogo (Kobe), Japan. There can be little doubt that the stamps were affixed at the United States postal agency at Hiogo.

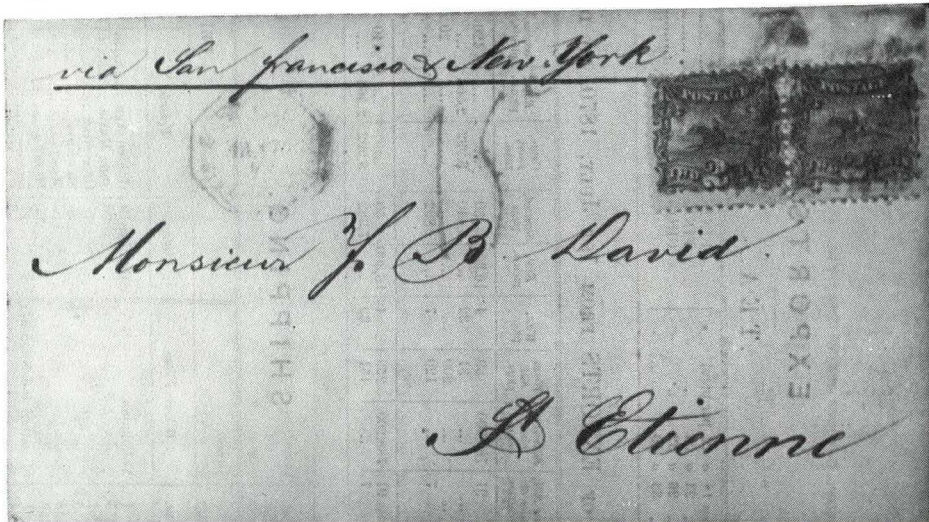


Figure 1

The rate of this cover is interesting because it represents a combined prepayment of two rates, one to the United States and one to France. Although these two rates stemmed from the same source, they must be considered separately.

The Rate Between the United States and Japan

On February 17, 1865, Congress provided for the subsidization of a mail steamship line to ply between San Francisco and China and Japan.¹ The contract for this service was made with the Pacific Mail Steamship Company and required monthly trips between San Francisco and Hong Kong, touching at the ports of Honolulu and Yokohama, on both outward and inward passages. Since the Sandwich Islands lay outside the regularly established trade routes, the requirement for a call at Honolulu was dropped. The first sailing under the contract was by the *Colorado* on January 1, 1867. It was not until the middle of 1868, however, that regular monthly sailings were maintained. A supplemental contract was entered into on March 20, 1867², which provided for a branch line to ply between Yokohama and Shanghai, China. These ships touched at Hiogo and Nagasaki.

In his annual report for 1867, Postmaster General Alexander W. Randall explained how the mails between San Francisco and Japan and China were handled:

"Four agents have been appointed and are now employed in this service; two on the main line between San Francisco and Yokohama, one between Yokohama and Hong

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Kong, and one on the branch line between Yokohama and Shanghai. It was also necessary to employ agents at Kanagawa (Yokohama, Japan) and at Shanghai (China) to receive, deliver, make up, and despatch the mails conveyed to and from each of these ports; in the absence of legislation authorizing the establishment of United States postal agencies in connection with this service, or appropriation to pay salaries of officers and other expenses incident thereto, the United States consul general at Shanghai and the United States consul general at Kanagawa were, with the concurrence of the Department of State, designated United States resident mail agents at those ports, respectively, and instructed to act in that capacity in connection with their consular duties. . . ."

By an act of July 27, 1868, *Section 7*,³ the Postmaster General was authorized to establish a general postal agency at Shanghai, China, with such branch agencies at other ports in China and Japan as were in his judgment necessary. In his annual report for 1869, Postmaster General J. A. J. Creswell stated that he had discontinued the mail agents on board the steamers, their duties being performed by the pursers of the steamers. He further stated that he had not established a general postal agency at Shanghai, and that the United States consuls at Shanghai and Kanawanga continued to act as resident mail agents. At a subsequent time, however, United States postal agencies were established at Yokohama, Nagasaki, Hiogo and Hakodadi in Japan.

These agencies were United States post offices operating under extra-territorial privilege granted by Japan and China. They were governed by the laws of the United States and by the postal rates established by the United States. They also used the postage stamps of the United States.

The act of July 1, 1864, *Section 8*,⁴ as interpreted by the Post Office Department, stated:⁵

"Correspondence addressed to or received from foreign countries with which the United States have no postal convention or other arrangement, or which does not pass in open mail in transit through a country with which the United States have postal convention, and forwarded by vessels regularly employed in carrying the mails, is subject to the following rates of postage, which must be prepaid on matter sent, and collected on matter received: Letters, 10 cents per half-ounce; newspapers, 2 cents each; other printed matter, 2 cents per each two ounces or fraction thereof."

The rate for "other printed matter" in the above was that in effect in 1873. In 1871 it was: not over 1 ounce, 2c; over 1, but not over 2 ounces, 3c; over 2, but not over 4 ounces, 4c.⁶

When the *Colorado* sailed on January 1, 1867, the United States had no postal convention with any country in the Far East. The provisions of the above act, therefore, were immediately applicable to its mail. It should be noted that the above rates paid only to the port of arrival on mail sent from the United States. Local postage, therefore, was collected on mail received in Japan or China. Local postage on mail sent from China or Japan had to be paid to the port of departure, whence the mail was sent unpaid to the United States where the rates prescribed in the above act were collected.

On August 10, 1867, the United States signed a postal convention with the colonial government of Hong Kong.⁷ In his annual report for 1867, Postmaster General Randall explained the necessity of the convention:

"As the colonial post office at Hong Kong exercises exclusive control of all mails received at and despatched from that port, a convention regulating an exchange of correspondence with that office became essential in connection with the United States steamship service between San Francisco and Hong Kong."

The convention provided for an exchange of mail originating in the United States and addressed to Hong Kong, or its dependent Chinese ports of Canton, Amoy, Swatow, and Foo-chow, and *vice versa*. By Article III postal rates were as follows: Letters, 10 cents per half-ounce in the United States; 8 cents (Chinese) in Hong Kong or the dependent ports. Newspapers and prices current, 2 cents each in either country. Prepayment of all postage was compulsory. No accounts were to be kept, and all postage was to be retained by the office collecting it. Each office was to deliver free of charge. By Article V mail was to be exchanged between the United States postal agency at Yokohama and Hong Kong and the dependent Chinese ports in the same manner and under the terms set forth in

Article III. It should be noted that provision was not made for mail to pass in transit through Hong Kong or through the United States.

All letters, newspapers and prices current dispatched by either the San Francisco office or the Hong Kong office were to be plainly stamped with the words "paid all" in red ink at upper right on their face, and were also to bear the stamp of the mailing exchange office. On their reverse, they were to bear the mark of the receiving exchange office. All mail intended to be sent by the direct line of steamers between San Francisco and Hong Kong was to be specially addressed to be forwarded by that route. The convention became effective on November 1, 1867.

While this convention provided for the exchange of mail between the United States and Hong Kong and its dependent ports, it did not provide for mail between the United States and other places in Japan or China. Mail to these places continued to be sent under the provisions of the act of July 1, 1864, *Section 8*. After the signing of the convention with Hong Kong and the establishment of the United States postal agencies however (either under consular or postal supervision), this act was re-interpreted by the Post Office Department. On mail posted at the office of a United States postal agency (a United States post office), prepayment in United States postage stamps was required. These prepayments covered sea and United States inland postages. This mail was, therefore, delivered free of charge in the United States. On mail posted in the United States addressed to Japan or China, the rates of the act of July 1, 1864, *Section 8*, were prepaid at the mailing office and paid to the office of a United States postal agency. The mails were made up at the postal agencies, placed on board the steamers, and were delivered at the office at San Francisco, and *vice versa*. Letters sent under this arrangement, therefore, bear only the markings of the postal agency and the San Francisco office. Other mail matter usually bore no marking other than the cancellation appearing on the stamps. The United States postal agencies in Japan were discontinued on January 1, 1875, the effective date of the postal convention between the United States and Japan.⁸

The Rate Between the United States and France

On December 31, 1869, the postal convention of March 2, 1857, between the United States and France expired without a new one being signed. The rates of the act of July 1, 1864, *Section 8*, therefore, immediately applied to mail between the United States and France. While letters could be sent to France, via England, after January 1, 1870, printed matter of any kind, could not be sent by that route. The only route by which printed matter could be sent to France after January 1, 1870, therefore, was by the direct steamers plying between New York and France. These were the steamers of the French line, plying to Havre, or those of the Hamburg-American line, plying to Cherbourg, via Falmouth, England. On mail sent from New York by these steamers, the rates of the act of July 1, 1864, *Section 8*, were prepaid, and these prepayments paid only to the French frontier. French postage was collected on delivery. On mail sent from France, French postage to the port of departure was paid in France, and the rates of the act of July 1, 1864, *Section 8*, were collected in the United States.

The Rate of this Cover

Of the 4c prepaid at the United States postal agency at Hiogo, 2c paid this circular to New York, and 2c paid it to the French frontier. While no additional foreign postage was charged for service between Hiogo and New York, French inland postage was collected in France. A French Imperial Decree of December 22, 1869,⁹ set a rate of 15 centimes per 40 grammes for printed papers originating in the United States and addressed to France. This rate was to be collected in France.

This is also an interesting Franco-Prussian War cover. The exigencies of the war played havoc with the direct service between the United States and France. The Hamburg-American line discontinued its service in July 1870 and did not resume sailings until February 1871. From October 1870 to March 1871, the French line terminated its voyages at Brest, Pauillac or Bordeaux, and sailed from Southampton and St. Nazaire as well as Havre.¹⁰

The mail agents aboard the French line ships applied in red or black ink markings with an hexagonal frame inscribed ETATS-UNIS/PAQ. FR. H No. 1, 2, 3, or 4. There were four mail agents¹¹ who used these numbered markings, and the dates that they bear coincide with the dates the vessels sailed from New York. This cover bears such a marking, which was applied in red, upside down on its face. While it is badly smudged, portions of it are legible. It is inscribed ETATS-UNIS/4/JANV./PAQ. FR. H No. 2. M. Salles indicates that the *La-fayette* sailed from New York on January 4, 1871, and arrived in Pauillac (on the Gironde River about 30 miles north of Bordeaux) on January 15, 1871.¹² He also indicates that the marking used on this trip was applied in red and bore No. 2. The mail agent also applied in red a stylized "15" having a small "c" at upper right. This indicated a collection of 15 centimes.

When this cover arrived at Pauillac on January 15, 1871, Paris was still under seige (it capitulated January 28, 1871). It is interesting to note that it required six days for it to reach St. Etienne (receiving mark dated January 21, 1871, on reverse).

Footnotes

¹ *Annual Report of the Postmaster General, 1866*, p. 7.

² *Annual Report of the Postmaster General, 1867*, p. 21.

³ *15 Statutes-at-Large*, p. 195.

⁴ Luff, John N., "*The Postage Stamps of The United States*"—Appendix. p. 395. By this act, printed matter was to be charged with the established domestic rates.

⁵ *Postal Laws & Regulations*, May 1, 1873, Section 811, p. 313.

⁶ *U.S. Mail and Post Office Assistant*, appropriate issues during 1871 (issues for January, February and March have not been seen).

⁷ *16 Statutes-at-Large*, pp. 1107-1108.

⁸ *Annual Report of the Postmaster General, 1874*, p. 17.

⁹ Salles, Raymond, "La Poste Maritime Francais Historique et Catalogue," Vol. IV, p. 228.

¹⁰ Salles, Raymond, *op. cit.*, p. 235.

¹¹ *Ibid.*, p. 228.

¹² *Ibid.*, p. 235.

TWO BRITISH TREASURY WARRANTS

A British Act passed in 1841 entitled "An Act for the regulation of the Duties of Postage," gave the Commissioners of the British Treasury power to "alter and fix any of the rates of British postage, or inland postage, payable by law on the transmission by post of *Foreign* or colonial letters and newspapers . . ." by warrant issued under their hands, "and to appoint at what time the rates that may be payable are to be paid."¹ It was the British Treasury, therefore, that fixed postal rates on foreign or colonial mail by issuance of Treasury Warrants, but it was the British Post Office that established regulations under which these rates operated.

On June 9, 1847, the British Post Office issued an order requiring that the British packet postage of one shilling be collected in Great Britain on all letters conveyed between the United States and the United Kingdom by United States packets. Since packet postage of 24c was collected in the United States on letters conveyed by United States packets, double sea postage was charged on these letters. The United States protested this action of the British Post Office vigorously, but vainly. Finally Congress retaliated. By an act passed on June 27, 1848,² the United States, in effect, required that its 24c packet postage be collected in the United States on letters conveyed by British packet. This act was placed in force by a Post Office order dated June 29, 1848.³ This Post Office order introduced what is known as the "retaliatory period," during which double sea postage was charged on all packet letters conveyed between the United States and Great Britain.

During this controversy, the United States and Great Britain negotiated a postal treaty the provisions of which would end the charging of double sea postage. The completed treaty was signed on December 15, 1848, and was proclaimed on February 15, 1849. After the signing of the treaty, and before its proclamation, the two countries decided to end the charging of double sea postage.⁴

On December 22, 1848,⁵ the British Treasury issued a Warrant which ordered and directed

"... that all letters transmitted by the post between the *United States* and any part of the United Kingdom, or between the *United States* and any of Her Majesty's colonies, or any *Foreign* country through the United Kingdom (the sea conveyance of all such letters between the *United States* and the United Kingdom being by *United States'* packet-boats), shall, instead of being liable to the rates of British postage now chargeable thereon, be free from all British postage for the conveyance between the *United States* and any part of the United Kingdom . . ."

The Warrant was to come into operation on December 29, 1848.

On January 3, 1849,⁶ Postmaster General Cave Johnson issued an order which rescinded the United States' Post Office order of June 29, 1848. Thus, the rates that prevailed before June 9, 1847 were restored, and remained in effect until the treaty of December 15, 1848, became effective. It has been generally held that the treaty became effective with the first packet sailings after its proclamation on February 15, 1849. These sailings were: The *Niagara* (British packet) sailed from Boston on February 21 and arrived in Liverpool on March 6, 1849; the *America* (British packet) sailed from Liverpool on February 24 and arrived in Boston on March 9, 1849. The *Hermann* (American packet) sailed from New York on February 20 and arrived back in New York on April 13, 1849. A British Treasury Warrant brings into question the sailing of the *America* from Liverpool on February 24, 1849, as the first under the treaty.

This Treasury Warrant is dated March 8, 1849,⁷ and it orders and directs that the provisions and rates of the treaty of December 15, 1848, be placed in operation on mail between the United States and the United Kingdom. It repeals, annuls, and makes void the Warrant of December 22, 1848. It states that it "shall come into operation on the day of the date hereof." It would appear that this Warrant placed the treaty of December 15, 1848 in operation in Great Britain. This editor would greatly appreciate hearing from anyone who has a cover which was conveyed to Boston on this voyage of the *America*.

Footnotes

¹ Hertslet's *Commercial Treaties*, vol. V, p. 248.

² *Statutes-at-Large* 241-242.

³ *Shipping and Commercial List and New York Prices Current*, vol. XXXV, No. 3, p. 11.

⁴ See Reussille, Leon, "Letters By Cunarders to the United States and There Retaliatory Rated," *Postal History Journal*, vol. II, No. 1, pp. 37-42: April 1958.

⁵ Hertslet's *Commercial Treaties*, vol. VIII, p. 935.

⁶ *Shipping and Commercial List and New York Prices Current*, vol. XXXV, No. 3, p. 11.

⁷ Hertslet's *Commercial Treaties*, vol. VIII, p. 945.

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August 22nd, 1969

H. R. Harmer, Inc.
6 West 48th Street
New York, N.Y. 10036

Dear Sirs:

I received your check for July 8th-9th sale. Came in today's mail.

On behalf of my son and myself, we thank you and your staff for the splendid advice, constant cooperation, you have rendered us. I am really at a loss for words. A person who is not familiar with stamps, just does not know where to begin. Thanks, very very much.

My son and his wife were present at the sale of July 9th; they were greatly impressed by the way you handled the sale, very efficient and thorough manner. They are looking forward to come to the September Sale.

My sincere thanks and appreciation for your services. The realization of July 8th-9th sale was very satisfactory.

Most sincerely,

Benjamin Schwanderla

We're at a loss for words too!
Except — "Thank you, Mrs. Schwanderla".

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