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The  
**Chronicle**  
of the U.S. Classic Postal Issues

February, 1970

Volume 22, No. 1

Whole No. 65

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## IN THIS ISSUE

### THE 1847-'51 PERIOD

1847 Covers from Wisconsin Territory, <i>by Arthur Van Vlissingen</i> .....	6
Another 1847 Territorial Cover from Milwaukee? <i>by Creighton C. Hart</i> ....	9

### THE 1851-'60 PERIOD

Military Markings, 1851-1861 (Installment No. 2) <i>by David T. Beals III</i> .....	12
The Phantom "E" of Plates 10 (i) and (L), <i>by Clarence E. Taft</i> .....	16
New Early Dates .....	19
Newly Reported Markings Associated with U. S. Mails .....	19

### THE 1861-'69 PERIOD

Editorial and Reports .....	20
Review: "The Harry F. Allen Collection of Black Jacks" .....	22
The Premieres of 1861: A Philatelic Enigma for a Hundred Years, <i>by Reverend W. Brewster Willcox</i> .....	23
The Army of the American Eagle .....	27
The 1863 Revision of the P. L. & R. ....	28
More about Little Rock, Arkansas, Occupation Covers .....	29
Waterways Markings Records of Henry A. Meyer, <i>by Richard B. Graham</i> .....	29

### RAILROAD POSTMARKS

Railroad Markings, <i>by Charles L. Towle</i> .....	36
Tentative and Unclassified Markings .....	38

### THE TRANSATLANTIC MAILS

Two Covers to Germany via Hamburg Packet .....	40
Six 15c 1869 Covers to Europe .....	42

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### Classified Advertising

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

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## THE 1847-'51 PERIOD

CREIGHTON C. HART, Editor

### 1847 COVERS FROM WISCONSIN TERRITORY (Before Statehood, May 29, 1848)

ARTHUR VAN VLISSINGEN

Consider one of the big surprises of Wisconsin postal history: Although two Wisconsin post offices had a total of 1,400 stamps during the several months before statehood, only two covers with adhesive stamps are known used in Wisconsin Territory.

Both Milwaukee and Racine received supplies of our first issue and of the 1,400 stamps, 1,000 were fives and 400 were tens. The two proved territorial covers are both from Milwaukee. Part of the surprise is that both covers are tens although three times as many fives were sent to Milwaukee as tens.

The *year of use* of 1847 covers is important for many reasons but it is essential when determining whether or not a cover with a '47 stamp is a territorial use. Both of the ten cent covers reported in this article are folded letters, datelined before May 29, 1848, so they are two of the seven or eight known 1847 covers used from the three territories that received a supply of these stamps.<sup>1</sup>

On October 15, 1847 Milwaukee received its first shipment of the 1847 stamps dispatched from Washington on October 4th. All spring and summer and fall of 1847 settlers by the thousands had been disembarking from schooners, side-wheelers and propeller steamers at this thriving little lake port.

New residents continued to trickle in by this gateway throughout the winter despite the hardships of overland travel to this western frontier. Next spring the multitudes once more poured in by the boatload. With few exceptions, all were enroute to a new life on the rich farm land of the Territory, which on May 29, 1848, would become a full-fledged state of the Union.

Most immigrants promptly wrote to their families in New York and to New England to report safe arrival. The booming young metropolis yielded a substantial volume of commercial and other correspondence. Business was brisk at the Milwaukee post office, as evidenced by its reordering of stamps. The second shipment was sent July 12, 1848 and arrived July 22nd. During fair weather it took ten days for mail to reach Milwaukee from Washington, D. C. Most of the first shipment must have been used during Territorial days for a second shipment to have been sent so soon after statehood.

Twenty-three stampless covers are listed from Milwaukee during those final seven and one-half months of Territorial status.<sup>2</sup> Of these, seven covers took the five cent rate, fifteen took the ten cent rate, one local letter went for two cents and one went free. Stampless covers are a great aid when researching the postal history markings of Territorial days, especially when so few stamped covers are known. Basing their calculations on the volume of stampless mail, students of Wisconsin postal history figure that at least 400 territorial covers with 1847 stamps must have been mailed at Milwaukee.

However, until a second 1847 Wisconsin Territory cover turned up early in the spring of 1969, only a single cover bearing a stamp and demonstrably used in Wisconsin Territory had been recorded in 121 years.

The first known Wisconsin Territorial—Figure 1—is addressed to New York City and carries a beautiful copy of the ten-cent. The stamp is tied with the small blue "10" in dotted circle which was the standard Milwaukee ratemark on the stampless of the same period. The circular blue townmark of 30 mm diameter reads: "Milwaukee, Wis. Dec. 29." The year 1847 is proved by the dateline of the folded letter. This cover once graced the Moody and the Theodore Gore collections. It sold in the Moody auction in 1950 for \$175; when the Gore collec-



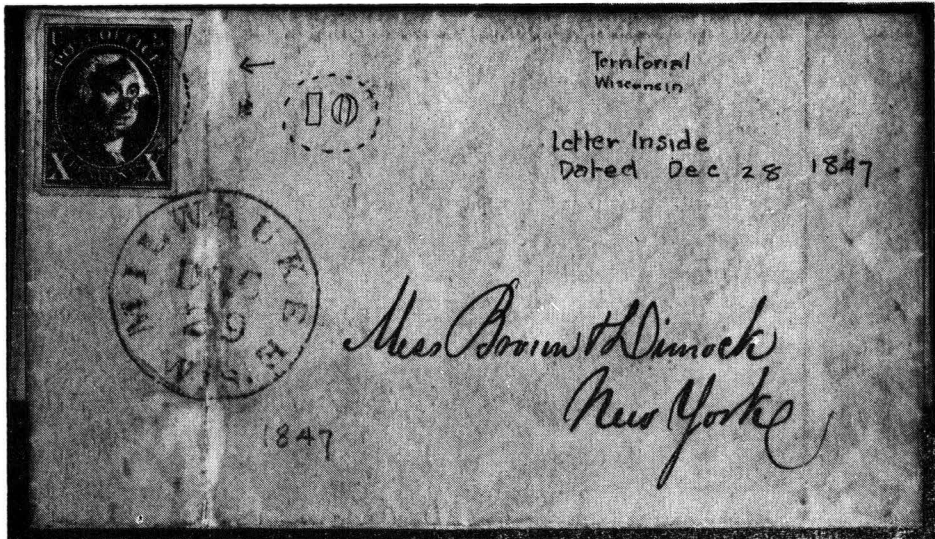


Fig. 1. The earliest known 1847 cover from Wisconsin Territory with the stamp tied by a blue "10" in dotted circle, the rate mark also used for rating stampless covers. The postmark is Milwaukee.

tion was sold in 1961 it realized \$1,700. Both auctions were held by H. R. Harmer, Inc.

The second known example—Figure 2—also is addressed to the same correspondent at New York City. It carries a well-margined copy of the ten-cent, tied with a socked-on-the-nose well-inked blue strike of the same 30 mm town circle. A second strike of the town circle is on the face of the cover. Both strikes clearly show "Jan. 18." The 1848 year is proved by the dateline and the docketing of the folded letter. A vertical filing fold creases the stamp. The history of this cover is unknown prior to its appearance in a Herman Herst, Jr. auction of April 1969. Because it apparently went unrecognized by other bidders as Territorial, and also because of the creased stamp, this rare cover was purchased for a mere \$250. It is now in a Middle Western collection.

Racine is the only other post office besides Milwaukee that had stamps during the Territorial period. It received a shipment of 400 fives and 200 tens, but these stamps arrived only ten days before statehood. No Racine Territorial

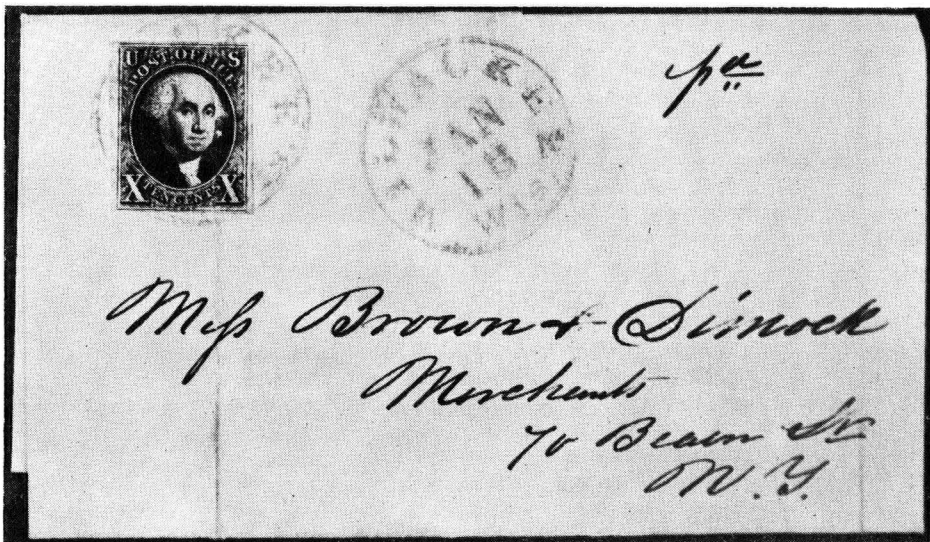


Fig. 2. Another cover from the same correspondence as the cover in Figure 1. The Milwaukee is the same 30 mm postmark as Figure 1 and both are in blue.

covers with stamps have been found, and no Racine stampless are recorded within the ten-day period.

The importance of examining the year of use of your Wisconsin covers is clearly evident by the difference in price between \$1,700 in 1961 for a cover described as a Territorial, and \$250 in 1969 for a Territorial use, unrecognized in the auction catalog description. Specialists in the 1847 issue would like to discover a 5c 1847 cover to be included among the known Territorial uses. It will pay collectors to examine Wisconsin covers carefully, hoping to "find" a cover with a 5c 1847 stamp used prior to May 29, 1848. The year of use is the key.

Of substantial importance in identifying and verifying Wisconsin Territorial covers from Milwaukee—as yet the only kind known—is the bitter political rivalry mirrored in that city's early postmarks. Solomon Juneau, the French Canadian fur trader who is generally considered the city's founder, was also its first postmaster. He held that office when Wisconsin Territory was carved from Michigan Territory on July 4, 1836. Only two other facts about Juneau are of postal history significance. He was a Democrat, and no doubt because of his French origin he insisted that the proper spelling of the Indian name was *Milwaukie*. Naturally, his first postmarking device read, "Milwaukie, Wn.T."

But elections in the first half of the Nineteenth Century, just as in the second half of the Twentieth, often brought shifts in postal personnel. In 1843 after seven and one-half years as postmaster of Milwaukie, Juneau lost his job to Josiah A. Noonan, a Whig newspaper editor, with whom Juneau was continually at political sword's points. Noonan preferred to be postmaster of Milwaukee spelled with the double E. The first recorded use of his new postmark reading "Milwaukee, Wis." came on November 17, 1843, although one "ie" cover is known more than a month later.

But Washington administrations shifted, and so did the frontier city's postmasters. In 1849 Noonan lost the job to one Elisha Starr, who in 1851 was replaced by John H. Tweedy. Tweedy held the office only briefly and was succeeded, still in 1851, by James D. Merrill. By 1853 Noonan was back in office, and held it until 1857.

Though appointed by President Taylor, a Whig, Starr chose to use the IE spelling. He could not re-use Juneau's Milwaukie, Wn.T. postmark, for Wisconsin was by then a state. Starr must have promptly ordered a new IE device, for his "Milwaukie, Wis." postmark is by my records first known on cover on August 29, 1848. It continued in use through the terms of the two succeeding postmasters, until Noonan regained the office in 1853 and went back to EE.

Juneau's 1836-1843 IE postmark is 1¼ inches (32 mm.) in diameter and is usually red, rarely black. Noonan's 1843-1849 EE postmark is 1-3/16 inches (30 mm.), was used in red until early 1846, then shifted to blue; a single example is recorded in black. The postmark procured by Starr and used also by Tweedy and Merrill is 1-3/8 inches (35 mm.), is usually in blue, sometimes in black.

These postmarks help in identifying genuine 1847 Issue Territorials.

A "Milwaukie, Wn.T." cover carrying an 1847 stamp would of necessity be a fake, since the cancellation phased out 3½ years before the stamps were issued. It is a fair guess that Noonan, feeling as he did about his political enemy and the town spelling, destroyed the postmarking device soon after his new one arrived, for only a five weeks overlap is recorded during which both devices were in use.

No "Milwaukie, Wis." postmark of 35 mm. diameter has yet been proved Territorial on either a stamped or stampless cover. If my belief is correct that Noonan's successor, John H. Tweedy, had this device made when he assumed the office in 1849, then no such cover could exist. Creighton C. Hart and Theodore Gore, however, are two eminent students of postal history who possess a comprehensive knowledge of 1847 covers. These two authorities believe that there are Territorial covers showing the 35 mm. "ie" postmark. Hart explains their views in the following article.

<sup>1</sup> The other two territories were Minnesota and Indian Territory.

<sup>2</sup> From Oct. 15, 1847 to May 28, 1848.

## ANOTHER 1847 TERRITORIAL COVER FROM MILWAUKIE?

CREIGHTON C. HART

There are no year logos in the domestic postmarks on 1847 covers. However, based upon approximately 6,000 different 1847 covers which I list, the year dates that are missing in the postmarks can be determined for about two-thirds of the covers. Covers with 1847 stamps are usually folded letters with the address leaf being the outer portion of the folded letter. Nearly all of the correspondence of this period was of a business nature and it was the standard practice to fold letters into 3½" widths and usually to *docket the full date* on one end. Because the correspondence nearly always concerned routine business matters, many letter sheets have been separated from the address leaf.

The year of use for these covers is determined in three ways.<sup>1</sup> First, the most reliable source for this information is the dateline on the letter portion of a folded letter. The second most reliable source for year of use is the contemporary docketing on the remaining address leaf if the letter portion has been removed. The third way is a notation made by a 20th century collector who removes the letter portion and makes a year date notation when he notices there is no contemporary docketing on the address leaf.

This third way is helpful too and I've never known such a notation to be proved incorrect. Even though these year dates by 20th century collectors are the least dependable, they are seldom questioned. It is rare that such a later dated cover needs supporting evidence. The *Milwaukie* cover which is the subject of this article is one of the rare instances when the year of use is vital. If the "1848," which is written on the back of this cover, is correct, it is a Wisconsin Territorial and a gem of a cover. If it is later than 1848 then it is a statehood cover and one of many.

The information in my 1847 file and philatelic library shows that although postmaster Noonan favored the *Milwaukeeeans*, he was also enough of a politician to appease the *Milwaukieans* by using both spellings. When the Theodore Gore collection was sold by H. R. Harmer, Inc. on April 17, 1961, it included four stampless Wisconsin Territorial covers described as follows:

Oct. 29, 1836 *Milwaukie* Wn.T. to Chicago, Ill.

Mar. 27, 1844 *Milwaukie*, Wis. to Ashfield, Mass.



Fig. 3. This is the 35 mm postmark with Milwaukee ending in "ie" rather than "ee" as in figures Nos. 1 and 2. On the back is a 20th century docketing "1848" which date if it was taken from a part of the letter sheet that is now missing, would place it as a territorial usage.

Mar. 29, 1844 Milwaukie, Wis. to Waterford, Pa.

Dec. 19, 1847 Milwaukie, Wis. to New York, N.Y.

The first one (1836) is dated during Juneau's term as postmaster and in addition to being Milwaukie it also has the territorial abbreviation "T." in the postmark. When Postmaster Noonan, Juneau's successor, had a Milwaukie postmark made late in 1843 or in early 1844, he omitted the "T." (2nd and 3rd covers above) and it seems that his successors continued to use his (Noonan's) "ie" townmark rather than having a new one made in late 1849 as has been believed.

Three covers used, during the short period that the '47 stamps were at the Milwaukee post office before statehood, seem to confirm that the "ie" postmark was in use then. These three covers are

1. Dec. 19, 1847 Milwaukie to Indianapolis with "10" in circle (stampless) (above).

2. Dec. 29, 1847 Milwaukee to New York with "10" in circle (with 10c '47 stamp).

3. Jan. 19, 1848 Milwaukie to New York without "10" in circle (with 10c '47 stamp).

Stampless cover No. 1 is the connecting link and an important one because it has the "10" in circle which is on the No. 2 cover and it also has Milwaukee ending with "ie" which is the postmark used in the No. 3 cover.

In a letter I received from Ted Gore he likewise ties the above three covers together by the same postal markings and says that Stanley Ashbrook<sup>2</sup> agreed.

The entire letter is—

May 17, 1965

Dear Creighton:

"I recognize the photographs and I know the covers very well. The one cover that is dated January 19, with the spelling "ie," was the cause of considerable discussion between Stanley Ashbrook and myself.

"The notation in pencil of January 19, 1848, was on the cover when I acquired it. Ashbrook insisted that this was not a territorial cover as the Milwaukie with the large size spelling of the name in blue like this one was not in use until a year later.

"I searched for a number of years and finally found the stampless cover with the identical postmark dated in 1847. For the first time, Ashbrook then said that this might be a territorial cover. Unfortunately, he became ill at about this time and did not inscribe this cover as such.

"This is a brief resume of the matter. I could go into it in much more detail sometime when I see you. We had even gone to the trouble of finding out that the recipient of this cover was in Washington at that time.

Sincerely yours,  
TED"

Before Ted owned this cover it had been in the collection of Henry Gibson also a knowledgeable collector. Mr. Gibson was a successful banker and it seems possible that he realized the importance of detailing the full date and wrote "1848" when he removed the letter sheet and found no docketing on the remaining address leaf. This cover has not been described as a territorial in either the Gibson or Gore auctions so it has not realized the premium that territorials customarily bring.

There is not a section in *The Chronicle* for stampless covers but as advanced collectors we depend upon stampless covers of this period to add to our history of postal markings. Surely, there must be several other stampless covers with the 35 mm. Milwaukie postmark used during territorial days besides the three that were in Ted Gore's collection. It will be a "philatelic happening" if through our joint efforts we can establish the dates the "ie" and "ee" postmarks were used at Milwaukee. It will be a major happening if the "connecting link" cover mailed Dec. 19, 1847 can be located. The articles on the 10c bisects in the two previous

issues of *The Chronicle* attest to the fine results of our joint efforts as a society of advanced collectors. Anyone having a stampless or stamped Milwaukee cover used during that portion of the territorial period 1843 to June 1848 is requested to write the 1847 period editor.

<sup>1</sup> There are other sophisticated ways to establish the year of use, such as sailing dates of transatlantic steamers, rate marks, reconstructing matching bisects, etc. but these are too difficult except for 1847 specialists with extensive libraries.

<sup>2</sup> Stanley B. Ashbrook, the recognized authority on 19th century U.S. covers and postal history until his death in 1957, examined the majority of items in Mr. Gore's collection, and furnished expert opinions in many cases.

NEXT ISSUE: "1847 Covers from Iowa."

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

Add \* to indicate photo:

*Vertical Left*

3-23-49 Phila., Pa.

*Vertical Right*

2-25-51 N. Y. C.

6-28-51 Hartford, Conn.

?-?-?

?, ?. Also change to read "X-X-X X, X." Bisected at a slight angle; listed in some references as lower right diagonal.

*Upper Left Diagonal*

6-10-X N. Y. C. Tied.

*Lower Right Diagonal*

6-23-51 N. Y. C.

*Upper Right Diagonal*

10-12-50 Concord, N.H.

5-27-51 Mineral Point, Wis.

4-6-? Northern R. R. Also change to read "4-6-49 Northern R. R. to Newburyport, Mass. to Miss Achsah M. Blood."

*Lower Left Diagonal*

10-7-X Portsmouth, N.H. Tied.

Delete Entirely:

*Vertical Left*

6-24-51 New Haven, Conn.

Add:

*Vertical Right*

PF 6-20-51\* New Haven, Conn. to Birmingham, Conn. to Jas. M. Lewis, cash.; T.

Correct:

*Lower Right Diagonal*

9-18-? New Haven, Conn. Change "PF" to "NG."

Add:

*Upper Right Diagonal*

- 4-28-X\* d Alexandria, Va. to X, X. This item is illustrated in "Linn's Stamp News" for November 17, 1969. The bisect is tied by a double circle postmark with an indecipherable year logo.

Credit is due Frank Levi Jr. for supplying all but two of the photographs. In addition he furnished the photograph responsible for correcting the erroneous New Haven vertical left listing. The errors here corrected were the compilers' alone.

# WANTED

**CLASSIC 19th CENTURY — U. S. COVERS**

**FIRST DAYS**

**STAMPLESS — TERRITORIAL — WESTERN — LOCALS**

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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**

**Installment No. 2**

**Introduction**

We will, in this installment, continue with the alphabetical listing (by State or Territory) of the Forts and other military posts and their postmarks begun in the first installment in the last issue of *The Chronicle*.

Newly reported covers from the posts already covered in these articles will be held for a final summary to be published at the end of the series. However, Dave Jarrett has reported a Colorado Territory Fort previously unreported, and information on it is included in this article.

**Acknowledgement**

Assistance is gratefully acknowledged from Mr. F. L. Risvold.

**References**

The following additional references have been discovered:

56. "The Story Behind the Cover" by C. W. Kanaga, *Western Stamp Collector*, June 18, 1949. This article further described the Fort Scott, Missouri cover referred to on pages 143 and 148 of the first installment.

57. "Fort Laramie Postal History" by Harry L. Fine, *Western Express*, July 1958.

58. "Some History Bearing on the Fort Bridger U.T. Precancelled Envelope," by H. S. Ackerman, *American Philatelist*, November 1930.

59. "The Fort Bridger U.T. Cancel" by D. A. Broshan, *The American Philatelist*, March, 1931.

60. *The U.S. Postage Stamps of the 19th Century* by L. G. Brookman, Vol. 1, pages 201 and 215.

**Fort Wise, Colorado Territory**

This post was established August 29, 1860, near Bent's New Fort on the left bank of the Arkansas River near the present city of LaJunta. Named for Governor

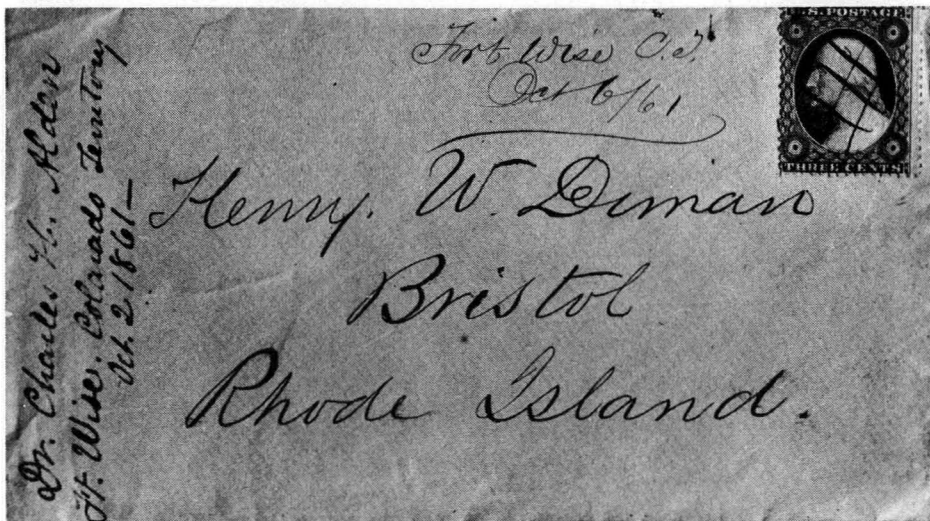


Fig. 3. The only Colorado Fort cover known during this period.—Courtesy D. J. Jarrett

H. H. Wise of Virginia, its mission was to protect the north branch of the Santa Fe Trail from the hostile Kiowa and Comanche Indians. The post was garrisoned continuously until June 25, 1862, when it was redesignated Fort Lyon after Brig. Gen. Nathaniel Lyon, killed at the battle of Wilson's Creek in Missouri.

One marking is known, a manuscript. One cover used with S5 has been reported and is illustrated in Fig. 3:

1. Fort Wise C.T. Oct. 6/61 in manuscript

#### **Fort Ridgely, Minnesota Territory**

This post was established April 29, 1853, close to the Minnesota River at the head of its navigable channel (about 20 miles above New Ulm). Its mission was to protect the frontier from the Sioux Indians. The post was named for three officers killed in the Mexican War, all of whom were named Ridgely. The Fort was garrisoned until May 22, 1867. Postal receipts for the year 1859 were \$92.00. One marking is known:



Diagram #10

FORT RIDGELY MIN/Dec 27/C25

One cover has been reported used with S2. This marking is less rare on the 1861 issue.

#### **Fort Ripley, Minnesota Territory**

This post was established April 13, 1849, on the Mississippi River seven miles below the mouth of the Crow Wing River. Initially named Fort Gaines, the name of the Post was changed to Fort Ripley on November 4, 1850, for a distinguished officer of the War of 1812, Brig. Gen E. W. Ripley. Its mission was to control and protect the Winnebago Indians, and to protect the white settlements from the Sioux. The post was garrisoned until 1877. Postal receipts for 1859 were \$54.00.

Two markings are known:

1. FORT RIPLEY M.T. May 28, all in manuscript and docketed in 1852.
2. FORT RIPLEY MIN/D/C 30.5.



Diagram #11

Three covers with marking #2 have been reported, one used with S2 and two on 3c Nesbit envelopes.

#### **Fort Snelling, Minnesota Territory**

This post was established by Lt. Col. Henry Leavenworth on August 24, 1819, at the confluence of the Minnesota and Mississippi Rivers. It was moved to higher ground in August 1820 by Col. Joshua Snelling, 5th U.S. Infantry, and was called Fort St. Anthony until it was designated Fort Snelling on January 7, 1825.

The post was originally intended to prevent British encroachment on U.S. Territory and to control the Indians, of which the later was its mission during this decade. The post was garrisoned until June 1, 1858, and was reoccupied by the army in 1861 after the outbreak of the Civil War.

One marking is known:



Diagram #12

#### FORT SNELLING/D/C34

Three covers, one used with U10 and two with S2 have been reported. This postmark originally included the territorial marking of IOWA which was removed before this period and thus no legible State or Territory marking is shown.

#### Jefferson Barracks, Missouri

This post was established on June 10, 1826, on the West bank of the Mississippi River below St. Louis. It was named Jefferson Barracks on October 23rd of that year for Thomas Jefferson who had died on July 4, 1826. The Post was garrisoned continuously throughout the nineteenth century and during this decade served as a supply and personnel depot for the Western posts.

One marking is known during this decade; the same marking was first recorded by E. N. Simpson as being used in 1833 and was used into the early 1860's:



Diagram #13

#### JEFFERSON BARRACKS MO/D/C29

Two covers have been reported, one used with S2 (illustrated in the first installment) and the other with a strip of 3 # 24s. Stampless covers with this marking (in blue or blue-green ink) are more common.

#### Fort Kearney, Nebraska Territory

This post was established in June 1848. It was located on the South bank of the Platte River about eight miles southeast of the present town of Kearney. First called Fort Childs, it was designated Fort Kearney on December 30, 1848. Initially located in unorganized territory, it was carried in Clackamas County, Oregon, (Ref. 52) from the organization of Oregon Territory in 1848 until Nebraska Territory was organized on May 30, 1854. Its initial mission was to protect the Oregon Trail. Later Ft. Kearney became an important way station on the Central Route of the overland mail and the pony express. It was garrisoned continuously until 1871. It was quite an active post office, postal receipts in 1859 amounting to \$191.00

Four postal markings are known:

1. Ft. Kearny in manuscript (Nome misspelled).
2. Fort Kearney NT/Date/in manuscript.





Diagram #14

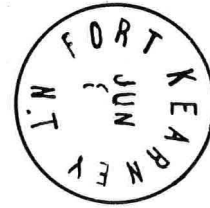


Diagram #15

3. FORT KEARNEY NEBRD/C/32.5 (Diagram #14).
4. FORT KEARNEY N.T./D/C26 (Diagram #15).

One cover has been reported with marking #1 used with a pair of S2, illustrated in Fig. 4. Two covers with marking #2, both used with S5 have been re-

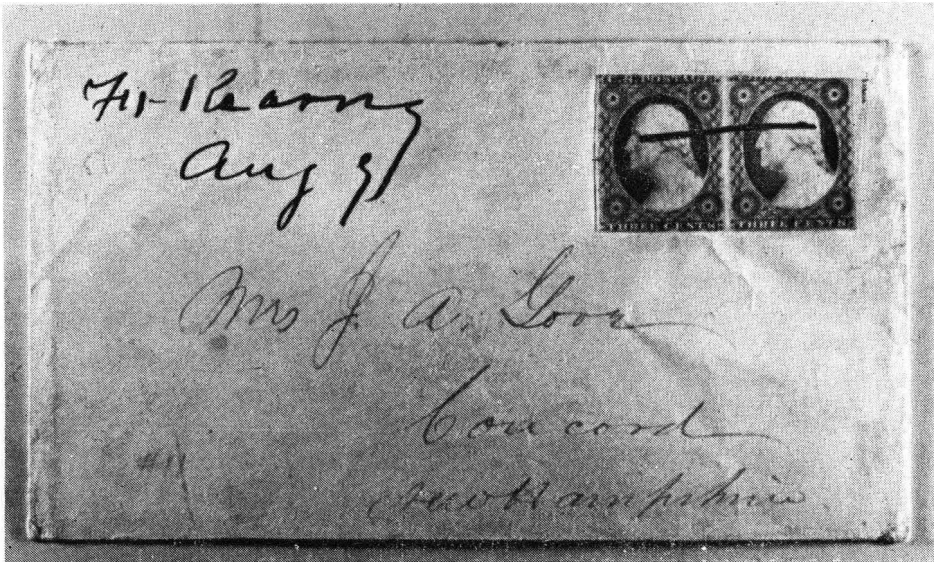


Fig. 4. An interesting example of the Capt. J. A. Gove correspondence. (See pg. 143, first installment). Name Kearney misspelled.—Courtesy T. W. Simpson

corded and two covers with marking #3, also on S5. For marking #4 again two covers have been reported, both on S5, one of which also shows a seven bar grid. This marking is less rare on the 1861 issue. In addition, Dr. Chase reports having seen a five ring target used from Ft. Kearney. (Ref. 11, pg. 229).

### Fort Laramie, Nebraska Territory

This post was originally established in 1834 as a fur trading post by the American Fur Company. It was located on the Laramie River about a mile above its junction with the North Platte River, and was named for the river on which it was located. In March, 1849, the War Department directed the establishment of a Military Post at or near the existing Fort Laramie. Major W. F. Sanderson of the U.S. Mounted Rifles, arrived at Ft. Laramie on June 16th, 1849 and recommended purchase of the trading post itself. The agreement to purchase was concluded on June 26, 1849 and the post was garrisoned continuously thereafter until March 1890. The mission of the post was to protect the Oregon (California) Trail and later served as an important way station on the Central Overland Mail Route and the Pony Express. Fort Laramie was initially carried on Post Office records as located in Clackamas County, Oregon, until organization of Nebraska Territory in 1854. Much has been written about the circular Fort Laramie O.R.

postmark which, insofar as we know, was used only on mail of the stampless period.

Only one postmark is known during this period:



Diagram #16

#### 1. FORT LARAMIE N.T./D/C32.

Ten covers with this marking have been reported; 3 used on S2; 4 with 3c Nesbitt envelopes; and 3 with S5 (including one used on U10 and one with S2, both to pay the double rate). Three of the covers are known to be cancelled in blue and the balance presumably in black. In addition, Dr. Chase records use of this marking with a four-ring target. (Ref. #11, page 229).

*(To be continued in next issue)*

### THE PHANTOM "E" OF PLATES 10 (i) AND (L)

CLARENCE E. TAFT, R.A. 411

Dr. Taft has rendered a service by emphasizing the unique character of the double transfers in positions 61 and 98 R of these plates. Nothing like them in U.S. philately appears, so far as I know. Their reproduction as a part of the finished stamp is large and distinct. Surely they deserve major catalogue listing, as they are even more unusual than cracked-plate varieties. They are evidence of an extraordinary plate-maker's boo-boo.

Tracy W. Simpson

Twenty years, and more, have passed since Dr. Carroll Chase proposed an explanation for two unique double transfers that occur at positions 61 R and 98 R 10 (i and L) of the 3c 1857 issue (S4). Long-time students of the 3c 1851-1857 issue are well aware of these varieties. However, more recent converts to this issue, and those who have not had access to the No. 1 issue of *The Chronicle* may be unfamiliar with them and with Dr. Chase's explanation. Though the writer has little to offer that is new concerning these double transfers, he feels that their uniqueness merits a brief review that may spur the search for additional examples.

Years before the writer was aware of the existence of any such variety, he had the good fortune to discover a copy of S4 from position 98 R 10 in a dealer's box of miscellaneous covers. The cover bears a blue Louisville, Ky., cancel dated Apr. 5, 1859, with the day and the year date on the stamp. A year later, position 61 R 10 came by the same route. This cover has a black Tiffin, Ohio, cancel dated Feb. 11, 1859. These are the only two copies, either on or off cover, the writer has personally discovered during thirty-eight years of searching for plate varieties. The obvious remains of an "E" in the lower right rosette of both stamps, where an "E" should not have been, led the writer to refer to them as the "Phantom E Varieties."

While these varieties are no more scarce than any other plate variety from Plate 10, the fact that they are very striking and obvious should prevent any examples from going undetected for very long; the variety would seem to be quite scarce. This scarcity, even in the past when the stamps were available in quantity, and the length of time the varieties have been known are attested to by the following excerpt from "The 1851-1860 Issue of the United States Stamps" by Frank E. Goodwin, 1913. He stated, "Although I have been told of other double transfers in Type II, perforated, it has been my pleasure to see only one, which is

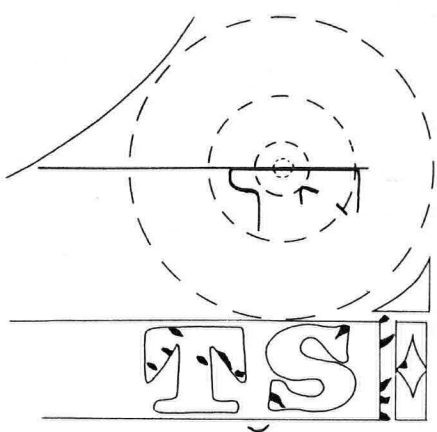


Figure 1  
61 R 10 Lower Right



Figure 2  
61 R 10 Lower Left

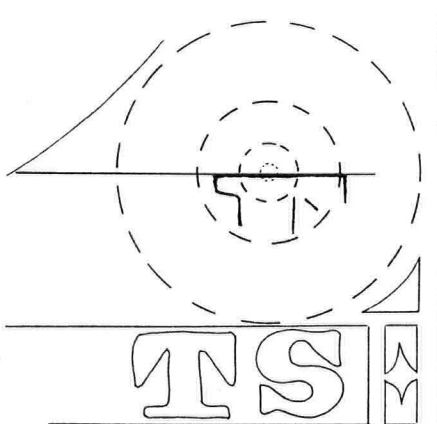


Figure 3  
98 R 10 Lower Right

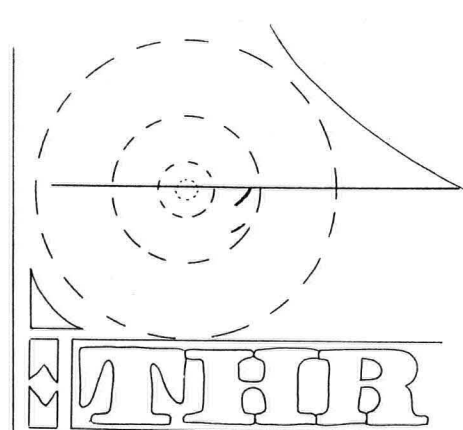


Figure 4  
98 R 10 Lower Left

illustrated in Figure XIII. The most conspicuous feature of this is a line of color running almost directly through the lower right rosette. Under this line appears a light impression of the top of a letter 'E'. It is scarce. I have found only two in examining several thousands of these stamps.\*

While Mr. Goodwin was unaware of the large number of plate varieties which actually occur on these stamps, the prominence of the "Phantom E" is demonstrated by his comment. The fact that so few examples of this variety, known since 1913 or before, have been found also demonstrate its scarcity. It is noteworthy that Dr. Carroll Chase did not mention it in his 1909 work *The Three Cent United States Stamp of 1851*.

Richard McP. Cabeen, in "The Three Cent 1857—What to Look for in the Perforated Issue," published in No. 4 of the *Stamp Specialist*, 1940, illustrated

\*The question of how scarce this variety is is open to debate. As the author indicates, they are no more scarce (theoretically) than any other variety from these two plates. Any stamp from the two plates is, of course, scarce. Dr. Chase indicated that no more than 7,310,000 copies were printed from each of Plates 10 (i) and (L). If this estimate is correct, 36,550 copies from each position was printed. The 5 Simpson copies are those in his personal collection. It is almost certain, for instance, that each position is represented in the Cabeen reconstructions that are being auctioned as this article goes to press.—Ed.

these phantom E's as nos. 21 and 22 (Plate "C") found on positions 61 and 98 R 10. Dr. Chase later identified them as being from the intermediate and late states of the plate. Mr. Cabeen's illustrations show the true nature of these shifted transfers as they occur in both the right and left rosettes.

Dr. Carroll Chase, in the 1942 revision of his handbook, *The 3c Stamp of the United States, 1851-1857 Issue*, mentioned but did not illustrate the two double transfers that occupied positions 61 R 10 and 98 R 10 on the intermediate and late states of Plate 10. He referred to them cryptically as ". . . (they) resemble one another closely and are both odd examples of shifted transfers. Each shows in the lower right rosette, part of the outline of what looks like the top of a capital letter E."

Issue No. 6, 1949, of *The Chronicle* featured Mr. Cabeen's monograph on the perforated stamp (S3, S4, S5). His figures of the two positions formerly published in the 1940 *Stamp Specialist* were again published in *The Chronicle*. No further information about the nature of the varieties was given.

Previous to the appearance of Cabeen's monograph in 1949, Issue No. 1 of *The Chronicle* for July, 1948, carried an article entitled "Huge Double Transfer in S4-Misplaced 21 mm." with a note that "Dr. Carroll Chase has solved the mystery of the "E" in 61 and 98 R 10 (i) and (L)."

The gist of Dr. Chase's solution which the reader may examine in its entirety in *The Chronicle* is that the "E" in the lower right rosette and the traces of a "U" in the lower left rosette are remains of the "E" in "POSTAGE" and the "U" in "U.S." of the top label. These remains represent almost identical double transfers, displaced downward by 21 mm.

Further supporting evidence for the theory was the misplaced center of the upper right rosette on the bottom frame line as well as a number of fragmentary rosette rays. Positions 98 R 10 (i) and (L) have almost the same double transfer, but without the rosette center. The double transfer in both positions is much more pronounced at the lower right than at the lower left.

The solution of the problem was long delayed because the outline portion of the "E" in the rosette appears to be distinctly larger than the "E" in "POSTAGE." Dr. Chase based his final solution on exact measurements of the inside portion of the outlined "E" which proved that these were the same as those of the "E" of "POSTAGE." The reason (in his words) ". . . that the outlined 'E' in the rosette becomes larger is because we see the 'E' as an outlined letter and do not view its interior portion as an isolated letter." The illustrations, herewith, show the double transfer in detail.

Dr. Chase did not speculate on the coincidences that led to two nearly identical double transfers on one, and only one plate.\*\* The Editor, however, appended a note in which he offered a possible explanation. His hypothesis involved the probable existence of edge markings on the transfer roll to aid the plate maker in positioning the roll during the plate lay-out. In brief, the double transfers could have occurred if the operator became careless in selecting the proper roll marker when positioning the roll on the plate. The reader will find a detailed discussion of this in the original article and also a note of clarification as a result of comment by Mr. Elliott Perry on page 8, Issue No. 2 of *The Chronicle*.

Mr. Tracy Simpson has given us his inventory of the positions, as follows:

98 R 10 (i) on cover postmarked Waterbury Ct. with no year date.

98 R 10 (L) single with year date Jan. 24, 1859, Bath, Me.

61 R 10 (i) pair with 62 R 10 (i), pen cancelled, no year.

61 R 10 (i) single, with no year.

61 R 10 (L) single, no year.

Considering the prominence of the variety and the length of time the variety has been known, seven copies does not seem very many. The writer will appreci-

\*\*Each state of a plate is considered a separate plate by students, and so we are dealing with two plates. The entry which created the varieties, however, was made only on Plate 10 (i). They likewise appear on Plate 10 (L) only because the workmen failed to erase them when the re-entry was made that created Plate 10 (L).—Ed.

ate hearing from any person who may have either or both positions on covers or as singles that bear clear year-dated postmarks. Address: 430 Northridge Rd., Columbus, Ohio 43214.

### NEW EARLY DATES

The Period Editor reports two new early dates. The first is July 23, 1851, for Plate 2 Early (S1). The stamp is position 51R2(e). It is tied by both a red New-York townmark and the black 13-bar square grid. While the date is faint, it can be read under an ultra-violet light and is confirmed by the date line on the attached letter. This advances the earliest known date of use from Plate 2 Early by a week, the previous earliest known date being August 1, 1851.

The second is July 25, 1857, for perforated Plate 8 (S3). A pair (54-55R8) is tied by a Philadelphia townmark. The date is confirmed by the date line on the attached letter and a docketing note by the recipient. The previous early date was July 28, 1857.

### NEWLY REPORTED MARKINGS ASSOCIATED WITH U.S. MAILS

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

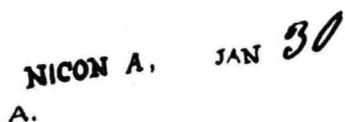


Illustration No.	USPM Schedule	Description (dimension in millimeters)	Used With	Reported By
A	A-1	NICONZA, IA. (?)/D mss. day sl 30½ x 3	U10	R. A. Siegel and D. L. Jarrett
B	A-2	HENNIKER,/D/NEW HAMPSHIRE K2-32 (This marking has been previously reported but not illustrated. Mr. Campbell states that his example is struck in orange, but suspects this may be a color changing from red. Can anyone help?)	S2	L. R. Campbell
	A-3	BARTONSVILLE/HERTFORD CO./1857/N.C. (This marking was reported in Issue No. 60. The diameter is actually 37 mm; not 39 mm as listed.)		T. W. Simpson
C	A-13	Iowa Davenport L24-15½ (1861 use)	S5	T. J. Alexander
D	A-13	New Jersey Freehold L11-20	S5	L. R. Kuty
E	A-14 (b)	An imitation Boston PAID, 20 mm. Tied to a 1c perf Plate 8 (?) on a drop letter addressed to Gorhamm Me.		M. L. Neinken

**THE 1861-'69 PERIOD**

**RICHARD B. GRAHAM, Editor**

**EDITORIAL AND REPORTS**

In *Chronicle No. 64*, the article about *Chicago Double Circle Postmarks with Initials* aroused a good deal of comment. Mr. Delf Norona commented about the two items listed on page 159 as having been reported by him. The Chicago City local type postmark with the letters "P.B." was illustrated in Mr. Norona's article in his *Cyclopedia of United States Postmarks* about Chicago postmarks. This marking was listed from a cover in the collection of the late Dr. Clarence Hennen, which was sent to Mr. Norona at that time. Mr. Norona thus saw the item, and listed these markings as having been in use from Oct. 7 to October 19 (1863). The markings were struck in blue. Mr. Norona also offered to send us a photo of the item with the "O" initial in the Chicago City local postmark.

Professor Hubert C. Skinner contributes further data to the subject of the New York City carrier markings, as listed in *Chronicle No. 63*, and noted in *Chronicle No. 64*, page 152. Professor Skinner extends the date of Item "R" on page 109 of No. 63 to a late usage of at least February 13. He also points out that the black "Unpaid" type of this marking is also known on 1c 1861 stamps.

Mr. Paul J. Wolf writes to report (per Xerox print) use of the Buffalo patent killer on a Black Jack with date of June 2, 1864. While the use of this killer carried over until mid 1865, its use on drop letters may have ceased at about the date reported by Mr. Wolf, who also reports another drop letter with date of July 11, 1864 on which the stamp is simply cancelled by the c.d.s.

The mention of the San Francisco "cogwheel" marking (Item 3, page 110, *Chronicle No. 63*) struck a few sparks. However, the most interesting situation which developed was that Mr. Cliff Friend's article on this subject appeared about this time in Theron Wierenga's column "U.S. Classics" in *Stamps*. It seems Mr. Friend has been assembling data for some time on the various dates of usage

Earliest Type

Double Circle  
9mm

Type I - 16 Coqs

Double Circle  
10 To 10 1/2 mm

Type II - 16 Coqs

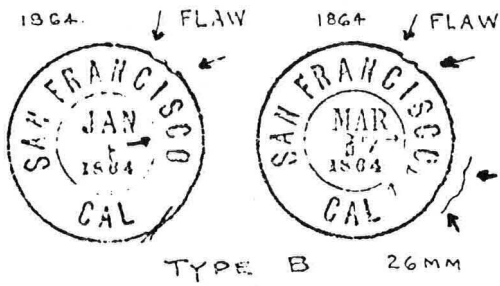
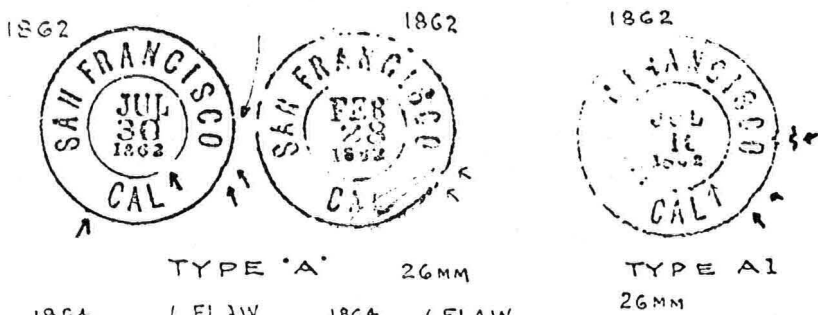
Type G  
Earliest Use  
AUG 5 1867

My EARLIEST USE OF THE COG  
Last Type IS DEC 27 1861.  
(August 27 1943)

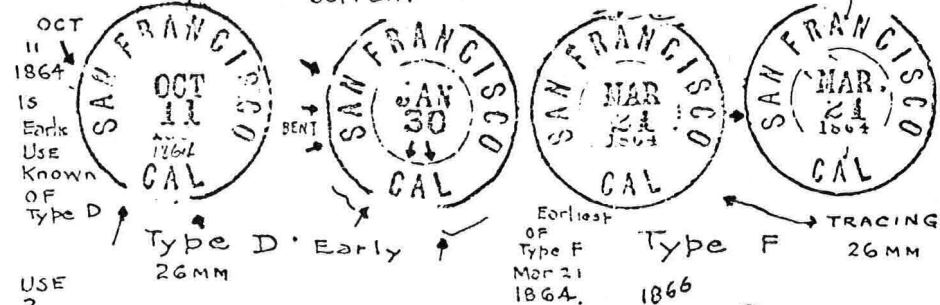
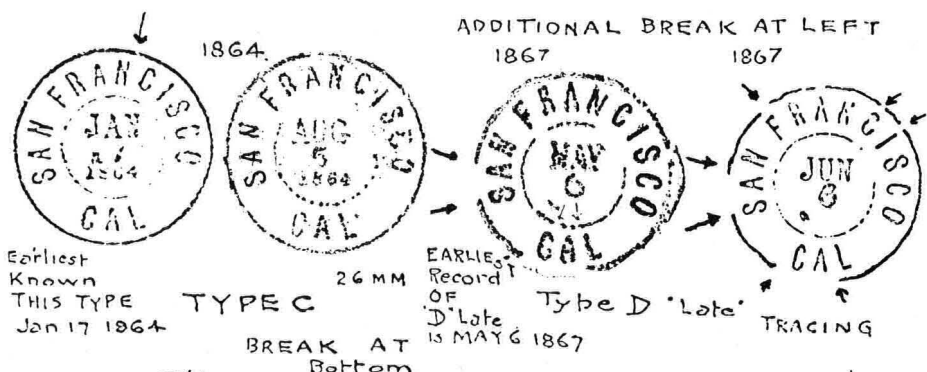
Double Circle  
11 3/4 To 12 mm

Type III - 14 Coqs

Earliest Record of Use of The  
San Francisco Double Circle Post  
Mark IS Nov 2 1861. - MY  
RECORD OF LAST USE OF  
THE DOUBLE CIRCLE TYPE  
IS SEP 16 1867.



EARLIEST RECORD OF 'B', Dec 27 1861.  
All Strikes of This Type show Year Date. No Use Known Later Than 1864.



of these markings. As we knew when the single "cog" was listed, these killers have been one of the classics from the standpoint of interest for many years. The earliest reported date of the "cog" has been reported as Dec. 27, 1861. Does anyone know of an earlier date? And what is the latest date? Would anyone with clearly dated examples of the cog markings please report such to either Mr. Friend or to the Period Editor? Also, would anyone with dates of usage of the double circle markings outside the ranges shown please report these to either Mr. Friend or the Period Editor? Mr. Friend would also like to establish the ranges of usage of the three "cog" types, so reports of these should be made to him. (See *Chronicle* title page for address).

\* \* \*

The comments about the 10c "August" and the 1861 "First Designs" has had more than a little backfeed. Oddly, while there have been several telephoned guesses about the author's identity (some correct) we have yet to have a written application for the Period Editor's editorial "snippers." Just as well; they'd gotten kind of rusty, anyhow.

Just before the "mystery" article appeared, we received another article on about the same subject, but approached in an entirely different way. Reverend Willcox has used a technique we had always intended to try—make a chronological table of the events leading up to the appearance of the 1861 issue and go on from there. The results have our approval. It seems that the conclusion on the "Premieres Gravures" is always the same, no matter where the train of logic is started or how the subject is approached. We do believe that, no matter how the reader feels about these items, Reverend Willcox's logic will be of considerable interest.

### Review

*The Harry F. Allen Collection of Black Jacks; A Study of the Stamp and its Use.* by Maryette B. Lane, Elliott Perry, Consultant. Cloth bound, 160 pages, over 180 illustrations. Published by The American Philatelic Society, P. O. Box 800, State College, Penna., 16801. Price \$10.00 postpaid.

This book is the culmination of the serial in the *American Philatelist* which was the reason Mrs. Maryette B. Lane was awarded the Elliott Perry Cup for 1967. The book as compared with the serial has been rather drastically revised and rewritten, and the result is the definitive handbook on the Black Jack stamps of the 1860's. While it would seem that "definitive" is a strong term to apply to any handbook based upon the collection of but one individual, practically nothing philatelic dealing with the Black Jack stamp has been omitted. The book is also a comprehensive postal history record of the period when the Black Jack was current, although "completeness" is not a word applicable to postal history.

The book contains six parts, being devoted mostly to covers upon which Black Jacks were used. The section on foreign rates is surprisingly strong, almost being a capsule digest of the period, as covers to twenty six different countries are explained. It is in this area that the greatest number of revisions have been made, and the fact that these were made based upon the advice of Prof. George E. Hargest probably is sufficient to describe the quality of the work.

Fancy cancels, postal markings, collateral material, sanitary fair covers, patriotics, bisects and precancels—these and many more similar items are covered. The technical end of printing the stamps is probably the book's strongest point; Mrs. Lane describes a new and sure method of distinguishing the 1875 Re-Issue, Scott's No. 75. The Atherton and Preston shifts as well as other plate varieties are described and illustrated.

One of the more important portions of the book is the list of material NOT taken when the Allen collection was stolen.

It is recommended that a copy of the book be bought rather than that one rely upon the tear sheets of the serial in the *American Philatelist*.

R. B. GRAHAM



## THE PREMIERES OF 1861: A PHILATELIC ENIGMA FOR A HUNDRED YEARS

REVEREND W. BREWSTER WILLCOX

No field of study for philatelists conjures up more mystery and curiosity than the question of the origin of the issue of 1861 and the status of the first designs which have been variously labeled the "Premieres Gravures," the "August Issue," or merely "Essays." Contributing to the interest in these particular classic issues from U.S. postal history has been the gradual discovery of background information about the stamps since the late 19th century. The progress of study has left in its path a collection of intriguing theories, each of which contained a kernel of fact but which later information and sophistication have relegated to the graveyard of old myths.

In spite of past confusions, however, a considerable consensus seems to be growing in the last decade which should dispell most of the questions about the position which these early designs played in the development of the postal series of 1861. The conclusion appears unavoidable that the "Premieres" were *neither* (1) an early issue for postal use, *nor* (2) "samples of work" submitted with the bid of the National Bank Note Company, the firm subsequently awarded the Post Office contract, *nor* (3) unsatisfactory essays rejected by the Post Office Department and requiring "improvements."

Briefly, the story is this: The announcement made by the Post Office on May 10, 1861, that the National Bank Note Company was the successful bidder required that the Company "prepare designs and furnish impressions of the several denominations of stamps in sheets, perfectly gummed and perforated" before closing the contract. These conditions had also been clearly stated in the original advertisement for bids published March 27 in several leading newspapers. The Premieres were the result of the effort by the Bank Note Company to comply with these requirements.

The critical fact is that the work was done *after the bid was accepted but before the contract was signed* between the Department and the manufacturers. Therefore the work proceeded under continual communication between the parties and conformed to clear specifications set down by the Post Office Department. But the work was not officially under Post Office contract and could not then (and cannot now) be considered authorized postal material. The Premieres were "essays" of very fine quality which met the approval of the Department. But slight alterations in the dies were ordered before production of the legitimate postage stamps began, in order to distinguish them from the essays which were invalid for postage.

The essays were completed by the Company about June 19. Allowing for a few days for Post Office study and approval, the contract would have been signed and production of the 1861 issue would have begun before the end of that month. The changes made in the dies for the new plates were so slight that most escaped notice for thirty-five years, precluding any theory that the design needed improvements. None of the early designs were ever issued for postal use, except the commonly known ten-cent Type I (Scott's No. 58) which appeared briefly in September of 1861 when a shortage of the regular ten-cent denomination required putting this one plate of the Premieres into use.<sup>1</sup>

Nineteenth century philatelists were evidently unaware of the existence of two sets of designs, except for the obvious extra ornamentation in the corners of the three- and twelve-cent which is absent in the essays. These two variations were considered only trials and were not given postal status, a view which was far closer to the truth than the theories of many later students of the issue.

With the discovery of the early design of the ten-cent (and that in used condition!), a search was begun of the other denominations, and the slight identifying marks on the regularly issued stamps were found on the one-, five- and ninety-cent designs. Since the earlier unretouched designs generally appeared on thin, transparent paper, some shades of the twenty-four and thirty-cent denominations which were on the same paper were assigned to the series. So, a complete set of

"Premieres Gravures" could be constructed, and on the basis of the ten-cent only being found in used condition, the whole early series was given new postal importance.

Originally, the early designs were presumed incorrectly to be an "August Issue" which was given brief use and then withdrawn and replaced by the commonly known stamps of 1861, which were summarily termed the "September Issue." In 1909 John Luff recognized that the two designs could not be so neatly designated. From information about cancellations, he knew that many of the so-called "September" issue had been postally used in August 1861. But Luff could not break from the false notion that the early designs were fully legitimate postal issues. So, the rare appearance of the early designs suggested to him that they had proved unsatisfactory. At this point he entered a maze of wild conjectures that has taken six decades to unravel.

Lester Brookman, writing in 1947, challenged the whole "two-issue" theory. The Premieres, he said, "should not be listed as issued stamps."<sup>2</sup> He could find no evidence that the "essay" designs had ever been issued for postal use, except for the ten-cent denomination for a brief period after the second designs had already been in circulation for some weeks. "There was but one issue for 1861."<sup>3</sup>

This denial of Luff's explanation of the Premieres has not been seriously contested since Brookman's writing. But the theory offered by Brookman in substitute is equally suspect. He offered the conjecture that the earlier designs must have come from a period before the printers had bid for the Post Office contract. In distinction to the company currently holding that contract, which submitted lay-down proofs constructed from the current issue, "the National Bank Note Company submitted [with their bid] an entirely new series of designs, apparently in the form of complete sheets, gummed and perforated. These sample designs . . . were unquestionably the items long catalogued as stamps under the title 'Premieres Gravures' or the 'August Issue.'"<sup>4</sup>

This explanation, which was probably first suggested by Stanley Ashbrook,<sup>5</sup> is correct, except for the crucial point that the Premieres could not have been submitted by the Company until *after* the acceptance of their bid. Norton York, in 1961, pointed out that the "samples of work" assumption by Brookman and Ashbrook is impossible, because the announcement of the acceptance of the National Bank Note Company bid indicates that proof impressions of such perfection had not yet been received.<sup>6</sup> York also reports later correspondence from the Bank Note Company which documents the progress of the production of the designs. One letter of particular importance is dated June 15, 1861, and promises that the dies would be completed by "next Wednesday" (i.e., June 19) and describes the completed designs in general terms. Such a description would be superfluous if the actual designs had been submitted more than two months earlier to the Department.<sup>7</sup>

Why, after Luff's error was exposed, someone did not immediately light upon the correct explanation of the Premieres' existence is difficult to understand. For, the production of such finished work, if not for issuance as postage, would certainly suggest some purpose far more exacting than merely to give a specimen of the quality of workmanship. Furthermore, the triviality of most of the alterations in the second designs surely indicates that the changes were due to some technical need to identify the different plates rather than to correct any design imperfections. In spite of these facts, the real absurdity of Luff's myth of improvements in the design being ordered before production began, has not been sensed by the number of serious writers who explored the subject. For, it is absurd to believe that an independent and as yet un hired firm, working from brief specifications, could come up with a finished product in just thirty days which would suit the desires of the Post Office Department to a "T." Richard B. Graham, in a personal correspondence with the author says "I do not believe that any commercial firm, in business for profit, would commit themselves to manufacturing full gummed and perforated sheets or even make plates for such without some sort of preliminary assurance that the contract was theirs." York expresses the same opinion about what would seem the logical procedure for the Bank Note Company.

Two facts about the production of the 1861 issue have frequently been cited as evidence in favor of the "two-issue" or "design-improvement" theories. One is the fact that the Premieres are gummed and perforated, an unusual practice for trial proofs. This had led earlier writers to believe that the Premieres were regularly issued stamps, and Brookman to theorize that they were products of an extraordinary effort to win the contract away from the current printers. The reason for the gumming and perforating of the essays is not known, except that it originated within the Post Office Department and not within the Bank Note Company. The following statement by Jerome Wagshal seems to be all that can be said: "For most of the period from the Civil War to date, proofs were generally imperforate impressions. In those early days of the 1861 issue, however, the Government wanted to make sure of the finished product."<sup>8</sup> The important fact is, however, that the special effort was required of the Bank Note Company by the Department after the acceptance of its bid and was not an independently inspired exercise on the part of the Company.

The other fact that seemed to some to suggest a "two-issue" theory is the well-known postponement of the date of issue. The notion runs that before the intended August 1 issue date improvements in the designs were ordered by the Post Office Department. After a two-week delay in the issue date while new plates were produced, some of the original designs had to be issued anyway until sufficient numbers of stamps were printed with the second design. The impossibility of this view has been shown earlier, but the delay in the date of issue was clearly due to an entirely different sort of crisis in the production of the stamps, namely the difficulty in selecting an ink for the three-cent which did not fade after drying. The story is told in detail and is well documented by Jerome Wagshal.<sup>9</sup>

The final step in clearing up the mystery of the Premieres has been to answer the question of why the minute changes had to be made in the designs in the first place. It was Stanley Ashbrook who first offered what seems to be the most logical explanation:<sup>10</sup> "After they were awarded the contract the sample designs were so satisfactory they were adopted. But the sample designs could not be issued because they were not made under Government supervision, hence alterations were made in the original designs and new plates were made under Government supervision. These changes were not made, as told to us by Mr. Luff, to improve the designs."

Ashbrook was making this explanation, of course, within the context of his "samples of work" theory for the Premieres, but the reasoning applies as readily to the proof impressions prepared by the Bank Note Company between May 10 and June 19, 1861. The "Government supervision" referred to by Mr. Ashbrook is a general term which certainly covers several very specific and essential elements of the Post Office Department's involvement in the production process. It is obvious that the production of millions of dollars worth of negotiable items such as postage stamps would require the strictest kind of government accounting and security, and especially so in this war-time period. This sort of supervision would be very difficult during the engraving of the original dies, and would not likely be attempted until the Company was officially under contract. Furthermore, a letter from the Bank Note Company dated May 18, 1861, indicates that a change in "premises" was contemplated before production of stamps began.<sup>11</sup> It is possible that this move, if it took place later, might have made the second designs necessary as a precaution against the straying of proof impressions into unauthorized hands.

In summary, it must be recognized that each of the students of the 1861 issue which have been cited herein made some clear and unchallengeable contribution to our knowledge about these stamps, whatever may have been their blind-spots in the whole story as it has unfolded. And none of these men can be faulted for having entered the area of conjecture and theory, for it is in this ground that new understanding takes root. But it is only the sweat of the researcher's documented proof that gives the growth.

## CHRONOLOGY OF EVENTS CONCERNING THE NEW ISSUE OF 1861

- March 27 The Post Office Department advertises for bids in many major newspapers
- (April 1 National Bank Note Company begins preparation of its bid for the contract.)
- April 30 Deadline for receipt of bids at noon.
- May 10 National Bank Note Company learned by a newspaper article that its bid was accepted. The P.O. Department orders impressions in gummed sheets.
- May 15 The Company received written notification of the bid acceptance, including presumably "a memorandum of understanding."
- May 18 Dies for all but the 24 and 30 cent are in process, and the Company hopes to utilize new faces for remaining two denominations. "Other premises" are under consideration.
- (May 25 Engraving begun on dies of the 24 and 30 cent, using current portraits.)
- (June 12 Dies completed for at least the 10 and 90 cent.)
- June 15 Plates completed for the 10 and 90 cent.
- June 19 Date on which all dies are expected to be completed (but probably those for the 24 and 30 were not finished as expected.)
- (June 20 Die proofs which are completed are sent to the Department, but 24 and 30 cent cannot be included. Printing of plate proofs proceeds.)
- (June 24 Contract approval and signed on basis of proofs. New plates with slight identifying changes are ordered to distinguish authorized stamps from existing plate proofs. Plates for 24 and 30 do not exist yet so no changes in dies are needed.)
- (June 26 Printing begins with new plates.)
- (July 20 Color fading is discovered in the 3 cent.)
- July 27 Proper mixture of ink for the 3 cent is discovered.)
- (July 29 First day of issue postponed until August 15, because of the delay due to the fading color of the 3 cent. Printing begins on the 3 cent pink.)
- (Aug. 16 Presumed date of issue for all denominations for first time. (Scott has 1 cent, Aug. 17; 3 cent, Aug. 18; 5 cent, Aug. 19; 10 cent, Aug. 20; 12 cent, Aug. 30; 24 cent, Aug. 20; 30 cent, Aug. 20; 90 cent, late August.)
- Sept. 5 The Buffalo Express reports fading of 3 cent stamps which have been issued.
- Sept. 12 P.O. Department writes to National Bank Note Company presumably to register a complaint about the fading of the 3 cent.
- Sept. 14 The Company replies that the color will have to be worked out a second time.
- Sept. 30 Color rose arrived at for the 3 cent.
- (Events which are within parentheses are interpolations made by the author on the basis of documented dates of other events listed without parentheses.)

<sup>1</sup> Cancelled copies of the 24-cent Violet are merely a rare shade of Scott No. 70. See the complete and well-documented study by Stanley Ashbrook on "The 24c Violet of 1861," American Philatelic Congress Book No. 1, pp. 1ff. I believe that it is unlikely that proof impressions in sheets were made of the 24- and 30-cent at this time. It is well known that plate production of these two denominations lagged behind the others, and if only die proofs were submitted this would account for the absence of record designs for these two stamps.

<sup>2</sup> Lester Brookman, *The 19th Century Postage Stamps of the United States* (1947), p. 206.

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

<sup>4</sup> *Ibid.*

<sup>5</sup> In Lindquist's *Yellow Stamp Specialist* (1942).

<sup>6</sup> Norton York, "The Initial U.S. 1861 Issue," *American Philatelist*, July 1961, vol. 74, No. 10, p. 739ff.

<sup>7</sup> A photograph of the original letter appears on pp. 22-23 of *The Chronicle*, vol. 21, No. 1, February 1969.

<sup>8</sup> Jerome Wagshal, "The Three Cent Scarlet, Scott's No. 74," *The Chronicle*, vol. 21, No. 1, p. 22.

<sup>9</sup> Op. cit., pp. 19-31.

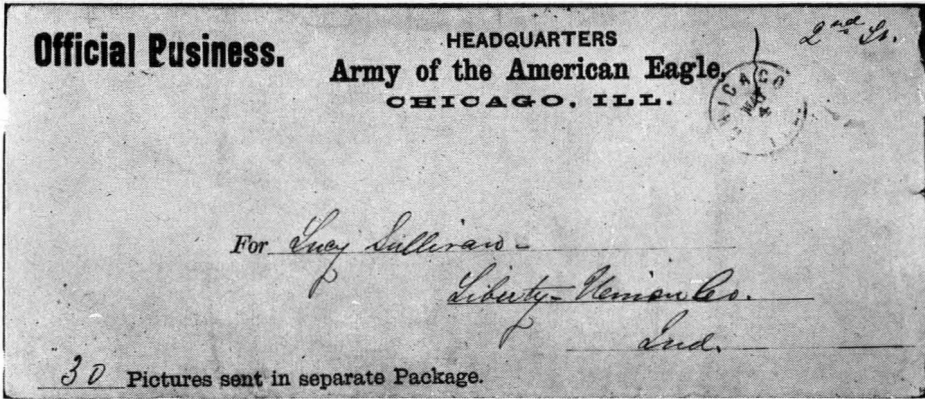
<sup>10</sup> Ashbrook, op. cit., p. 4.

<sup>11</sup> This letter, quoted by York (op. cit., p. 741), reads in part, "Mr. Holbrook called today but made no examination as we have under consideration other premises for work—will notify him so soon as we decide." I know of no further evidence that this prospect was actually carried through.

### THE ARMY OF THE AMERICAN EAGLE

The late Mr. Henry A. Meyer sent the Period Editor the accompanying photos of the Sanitary Fair enterprise, "Army of the American Eagle" cover with enclosures. While the nature of the enterprise is more historic than philatelic, as is obvious from reading the enclosures, the cover has postal history interest. The cover bears no stamp; neither does it bear any real evidence that a stamp in this position has dropped off, as the faint trace of what could be part of a killer is not a straight line or appear as if it once tied a stamp. The cover is marked "Official Business" but does not bear any other free mail endorsement. As may be noted from the scale of the postmark in the illustration, this is a large legal sized cover, and could easily have weighed more than ½ ounce, which would have made it a double rate cover.

The Period Editor wonders if Sanitary Fairs were usually permitted to send large volumes of mail free.



## BOYS AND GIRLS.

I want you to join the Army of the American Eagle!

I'll tell you about it.

The great Northwestern Sanitary Fair will open in Chicago on the 30th of May, to raise money for the sick and wounded soldiers. I have arranged a plan by which all boys and girls in the Union can do something to help this Fair, and at the same time do a favor to every one of their friends. The plan is this:

You have all heard of the celebrated *Live Eagle* of the 8th Wisconsin Regiment, a short sketch of which you will find below. We are preparing a great many thousand beautiful *Album pictures in oil colors* of this Eagle, "Old Abe." And I want you to help sell these pictures for the Sanitary Fair. The pictures will also, of course, be for sale at the Fair.

I am organizing what I call the *Army of the American Eagle*.

Every person who buys one or more of these pictures will be a private in this army.

Every boy or girl who sells a number of the pictures shall be an officer, and rank in proportion to the number of pictures he or she may sell. They sell singly for fifteen cents, but when you get up a club, I will send ten to one address for one dollar, or one hundred for nine dollars.

To get ten for one dollar the dollar must all be sent at one time; and to get one hundred for nine dollars, the nine dollars must all be sent at one time. In each case the pictures will all be sent prepaid to ONE address, and the commission in a separate letter to same address.

I hereby appoint every boy and girl who shall read this a recruiting officer. Now to work, every one of you!

As soon as you send me the money I will send you the pictures, post paid, and send you also a regular *Commission* handsomely printed showing that you are an officer in the *Army of the American Eagle*.

The boy or girl who will get up a club and send money for

Ten Pictures shall be a	Corporal.
Twenty " " " "	Sergeant.
Forty " " " "	3d Lieutenant.
Sixty " " " "	1st Lieutenant.
One Hundred " " "	Captain.
Three Hundred " " "	Major.
Five Hundred " " "	Lieut-Colonel.
One Thousand " " "	Colonel.
Two Thousand " " "	Brigadier-General.
Four Thousand " " "	Major General.

Hurrah, Boys and Girls! Let's go into this work like soldiers and let the *Army of the American Eagle* raise at least *Ten Thousand Dollars* for the Sanitary Fair. We can do it. Let's say so will.

Our Eagle Army is succeeding so far beyond anything anticipated, that we have concluded to award the following really elegant Prizes to the boy and girl who shall sell the largest number of these pictures before the Fair opens. Each shall receive a GOLD MEDAL of honor. These two medals will bear appropriate inscriptions and devices.

There will be but two GOLD MEDALS, unless the two highest boys or the two highest girls should sell the same number of pictures, in which case they will be rewarded alike.

Besides these gold medals there will be six Silver Med-

als for the girls and six for the boys. There will also be ten Bronze Medals for the girls and ten for the boys. All these Medals will be inscribed so as to show the degree of honor intended to be conferred and will be awarded to those who have sold the most of these pictures for the Fair.

The successful competitors will be telegraphed to as soon as the result is known, in time for them to attend the Fair, where the prizes will be publicly awarded to them in the presence of the Eagle himself, and the assembled dignitaries of the nation.

A great many of the able men and women of our country will be here.

We offer these rewards not because the boys and girls of America need any other incentive than exalted patriotism to work for our soldiers, but because we think the hard workers should be honored.

The proceeds of the sale of these pictures will be applied to the purposes of the Sanitary Fair.

We give below a short account of this noble bird, written by a staff officer of that regiment:

"Allow me to introduce to you an object of interest to the 'Old Eagle.' It may be seen a little above the heads of the soldiers, close by the fire. This position of honor is never diminished from the perch upon which he sits as borne by a young man in Company C, to whom his sole keeping is exclusively intrusted. He was taken from the nest in Chippewy County, Wisconsin, July, 1861, by a Chippewy Indian, and by him presented to Fitzner near by. He was subsequently bought by a citizen of Panthers, who presented him to Lieutenant C. G. Brewster. The present excellent commander of that company, Dept. Wolf, gave him the name of 'Abe,' the name by which he is uniformly known among us, and to which only he drops in answer. When the regiment moved to the front, he followed, the nest he had built being taken to the quarters of the late Col. Murphy. Ever since he was taken into the service, his name has been instantly recognized on no occasion of any cheering by the regiment. To him it is no 'stratagem' in adjacent regiments he has presented. He has been in all the battles of the regiment, equally exposed with the others. At the battle of Tannenberg, July 31st, 1861, he was ordered to lay down. The instant they did so, it was impossible to keep him in his perch. He started on his feet, as well as they, and when liberated, fastened himself on the ground, and there remained till the next dawn, when with unimpeded wings he resumed his place of perch, and held it to the close of the contest.

At the battle of Corinth, the rebel Gen. Price having discovered some orders in his nest, to be sure and take him if they could, would have done so had he not been so bold as to take the bird, for the eagle, upon the whole, was a magnificent bird, and, I opine, will, ere long, spread his wings in triumph over other sections of some distant territory."

Since this paragraph was written, our eagle has, with his regiment, served out his term of enlistment, and at its close was presented to Governor Lewis of Wisconsin. He now rests on his laurels, living in apartments fitted up expressly for him in the State House Park at Madison.

Governor Lewis has consented to his coming to our Great Northwestern Fair in May, to exhibit himself for the benefit of the sick and wounded soldiers—his companions in arms.

Children will remember that we have no Agents of any kind for the *Army of the American Eagle*, or for our picture. All children may act as Recruiting Officers, but all money must be sent to the undersigned, who alone can issue commissions.

We are now stereotyping a complete and authentic history of our soldier bird, which will be published and sold at the Great Fair, for the benefit of the soldiers. A copy of this book will be presented free of charge to every Colonel and General of the Army of the American Eagle.

Be sure to write plainly, your name, post-office, county and state.

Address  
**ALFRED L. SEWELL,**  
 Care of Dunlop, Sewell & Spalding,  
 Chicago, Illinois.

Enclosure found in "Army of the American Eagle" cover illustrated on the preceding page.

## The 1863 Revision of the P.L. & R.

In response to a request in *Chronicle* #63 Mr. T. W. Simpson has sent to us copies of two pages of the P.L. & R. of 1863, which, although printed, was never official since Congress did not confirm some of the changes included therein in anticipation that the changes would be ratified. Or, at least, we believe this is the correct explanation.

Following are two sections which, we believe, were made effective by the act of which became effective on July 1, 1863.

STEAMBOAT AND SHIP LETTERS—(186, 184, 181, 182, 166, 177.)  
 (1861, ch. 57, sec. 9)

SEC. 59. The Postmaster General shall have authority to pay, or cause to be paid, a sum not exceeding two cents each for all letters conveyed in any vessel or steamboat, not employed in carrying the mail, from one port or place to any other port or place in the United States, or from any foreign port to any port within the United States, subject to such regulations as the Postmaster General may prescribe. But all such letters shall be deposited in the post office at the port of arrival, for mailing or delivery; and if for delivery within the United States, shall be

chargeable with double rates of postage, which shall cover both the fee paid to the vessel and internal postage. No fees shall be allowed for letters collected by a carrier on a mail-route.

#### DOUBLE RATES-WHEN TO BE CHARGED. PART PAYMENT TO BE DISREGARDED.

Sec. 54. If any matter on which, by law, the postage is required to be prepaid at the mailing office shall reach its destination without such prepayment, double the prepaid rates shall be charged and collected on delivery; and insufficient prepayment shall be disregarded, but the matter may in such case be forwarded, charged with rates as if wholly unpaid.

#### More about Little Rock, Arkansas, Occupation Covers

Mr. Edward B. Freyfogle reports concerning a family correspondence sent by a member of the 106th Regt, Illinois Volunteers. This unit was located mostly in Arkansas after the fall of Vicksburg. On August 17, 1863, a letter received by him was addressed to his unit at Memphis although the unit was then at Clarendon, Arkansas, having just moved there from Helena, Ark. On March 14, 1864, the address was "Little Rock, via Memphis," and on July 26 and Sept. 29, 1864 and April 5, 1865, letters were addressed to Little Rock.

Mr. Freyfogle lists the soldier's letters home as follows:

August 26, 1863	From Helena, Ark.	Postmarked at Memphis, Aug. 28
August 3, 1863	From Helena	Postmarked Memphis, Aug. 8.
February 24, 1864	From Little Rock.	Postmarked Memphis, Mar. 8.
February 28, 1864	From Little Rock.	Postmarked Memphis, Mar. 8.
July 15, 1864	DeBall's Bluff (?)	Postmarked Memphis, July 23.
July 28, 1864	Brownsville Station, Ark.	Postmarked Memphis, July 31.
October 8/12, 1864	Pine Bluff, Ark.	Little Rock, Ark., Oct. 17, 1864.
October 14, 1864	Pine Bluff, Ark.	Little Rock, Ark., Oct. 17, 1864.

As the letter writer was company sergeant during his period of service, he had notice of when mail would be collected. On May 9, 1865 he wrote in a letter, "There will be an opportunity to send this by private conveyance to Memphis or Cairo . . . a boat going direct from here to Memphis gets ahead of one or of mail sent by the (Little) Rock two or three days ago. . . ." As Pine Bluff is on the Arkansas River between Little Rock and the Mississippi River, the last idea seems quite logical.

As Mr. Freyfogle points out, this all is rather concrete evidence that Pine Bluff had no Federal post office until after the war ended.

#### WATERWAYS MARKINGS RECORDS OF HENRY A. MEYER

RICHARD B. GRAHAM

With this issue of *The Chronicle*, there appear the first plates of markings as compiled by the late Henry A. Meyer. Some of these markings have appeared in the pages of *The Chronicle* before. We refer to those markings used during the 1851-60 period, and most of these are also listed in the U.S.P.M. of Mr. Tracy Simpson.

Periods of usage of issues of stamps and the postal markings which are applied to those covers to which the stamps are applied seldom, if ever, coincide. The writer and, we are sure, certain others of the Period Editors of *The Chronicle* are reminded of this fact every time they prepare material for an upcoming issue. This fact is certainly borne out by the waterways markings. A very high percentage of this group was used in more than one stamp issue period. For this reason—and also because U.S.P.M. is not available to many of our members—all the markings assembled by Mr. Meyer are shown here.

We have started with the Route Agent markings, and these are listed alphabetically, which is the way that Mr. Meyer had them. We also include his notes.

The purpose of illustrating these markings is twofold—to place in the hands of the members of the Classics Society the record of Mr. Meyer's work, and to secure the additional listings and information necessary to complete the work.

It is the intention of Henry Meyer's family that the work he assembled over many years will not be wasted or disposed of to be squirreled away or used for the benefit of a relatively few collectors. It is believed that the publication of this material in *The Chronicle* is the first step in the fulfillment of that commitment.

Please report any known but unlisted markings which should be in the alphabetic group listed in this or subsequent issues of *The Chronicle*. Also, please extend periods or colors of usage or complete incomplete "pictures" where possible. All such information should be reported to R. B. Graham, 259 E. Dominion Blvd., Columbus, Ohio 43214.

For convenience, temporary numbers have been assigned to each listed marking. This group of numbers will be continued until all possible listings are developed, and will continue to be in the form of Plate-Number of illustration. This is to say, for example, that a number III-7 means marking number seven on Plate No. three. It will be noted that some blank spaces, bearing numbers, are in the plates. This was done when Mr. Meyer had notes showing of the existence of a marking, but had no photograph. The notes are given in the tabulation and a good tracing or the opportunity to make such is solicited.

### PLATE I

Item	Description	Period
I-1	<i>Balt. &amp; Fred.//Steamboat</i> 27/3 mm. Black.	1875-82
I-2	<i>Balt. &amp; Fred.//Agt.</i> 27/3 mm. Black.	1883
I-3	<i>Balt. &amp; Norfolk.</i> 26½/3½ mm. Black.	1864-5
I-4	<i>Balto. &amp; Norfolk Boat.</i> D.C. 31-18/3 mm. Blue.	1866
I-5	<i>Balt. &amp; Norf./Agt.,</i> 25½/3 mm. Black.	1877-8
I-6	<i>Balt. &amp; Norfolk/Agt.</i> 26/3 mm. Magenta.	1877-85
I-7	<i>Balto. &amp; Norfolk/Agt.</i> 26/3 mm. Black.	1885-8
I-8	<i>Balt. &amp; Pitts. Wharf/Agt.</i> 26/3 mm. Black.	1875
I-9	<i>B. Rouge &amp; Donald./Agt.</i> 27/3 mm. Black.	1881
I-10	<i>Bay Line/Steamer</i> 26/3 mm. Purple. (79) Black.	1875-9
I-11	<i>Cairo &amp; Columbus</i> 25/3 mm. Black. Accompanied by I-11a.	1866-7
I-12	<i>Camden &amp; N. Orleans/Agt.</i> 25½ Black. (No tracing available).	1878
I-13	<i>Cincinnati &amp; Louisville/Mail Route</i> 32/3 mm. Blue, black.	1856-60's
I-14	<i>Cin. &amp; Lou./St. Bt.,</i> 25/3 mm. Blue.	1874
I-15	<i>Chespk. Bay Route.</i> 32/3½ mm. Blue.	1848
I-16	<i>Demop &amp; Mobile/Agt.</i> 26 mm. Black.	1883-4
I-17	No. listing.	
I-18	<i>DuBuque &amp; Davenport/S.B.</i> 26/3 mm. Black.	1861-2
I-18a	On back of cover bearing I-18.	
I-19	<i>Dubuque &amp; St. Paul (M/S)</i> Black.	1857

### PLATE II

Item	Description	Period
II-1	<i>Ev. &amp; Bow. Green//Agt.,</i> 25½ mm. Black.	1878
II-2	<i>Evansville &amp; Cairo//S.B.,</i> 27/3 mm. Color not given.	1861 period
II-3	<i>Evans. &amp; Cairo</i> Agt. 26 mm. Black. No picture.	1883
II-4	<i>Evans. &amp; Cairo/Agt.</i> 27 mm. Black.	1875
II-5	<i>F. &amp; Balt. St. Bt.</i> 27/2½ mm. Color not given.	1880
II-6	<i>Gal. Dub. Dun. &amp; Min. Pk. Co.,</i> 35/4½ mm. Blue	1857-60
II-7	<i>G.D.D. &amp; Min. Pakt. Co.</i> 33½/4½ mm. Black.	1851-57
II-8	<i>G.D.D. &amp; Min. P. Co.</i> 33/4 mm. Black. Better tracing needed.	1856?
II-9	<i>Hudson River Mail/N.Y.</i> 29/3½ mm. Red.	1847-1850
II-9a	Killer used with II-9. Red.	1847-1850
II-10	<i>Hudson River Mail/N.Y.</i> 34 x 3½ mm. Red. (Blue is probably Railroad usage).	1850
II-10a	Killer used with II-10. Red.	1850
II-11	<i>Hunts. &amp; Ports. River/Agt.,</i> 25/3 mm. Black	Banknote





I-1



I-2



I-3



I-4



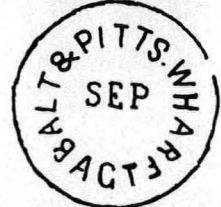
I-5



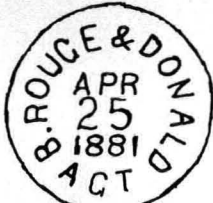
I-6



I-7



I-8



I-9



I-10



I-11



I-11a



I-12



I-14



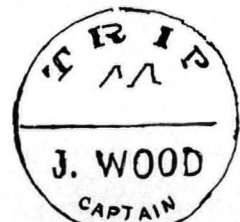
I-15



I-16



I-18



I-18a

*Dubuque & St Paul  
Aug 26<sup>th</sup> 1857* I-19

II-12	<i>Jack. &amp; Enterp./Agt.</i> , 25/3 mm. Blue; late '70's; Magneta; Eighties(?).	1875-82?
II-13	<i>Jack. &amp; Enterprise/Agt.</i> , 27/2½ mm. With year date or without. Black.	1881-3
II-13a	"N" (North?) killer used with II-13.	1881-3
II-14	<i>Jack. &amp; Ent./Fast M.</i> , 27 mm. Black.	1880's
II-15	<i>Jack. &amp; Sanf./Agt.</i> , 25½/3 mm. Blue.	Banknote
II-16	<i>K. &amp; D.</i> (Keokuk & Davenport) S.B. Rt. M/S.	1862

### PLATE III

Item	Description	Period
III-1	<i>Keokuk &amp; Rk. Isl. R.M.</i> 36/4 mm. Black.	1860-1862?
III-2	<i>Lake Champlain S.B.</i> 33 mm. Black, blue, red.	1839-1875?
III-3	<i>Lake Champlain/S.B.</i> 25/3 mm. Black.	1868-1870's
III-4	<i>Lake Ch./S.B.</i> , 26/2½ mm. Black.	1874
III-5	<i>Lake Champlain Mail. M/S.</i> Black. (Need tracing).	1849
III-6	<i>Lake Champlain Steamer.</i> 24 mm (?) (Tracing made from Xerox print; dimensions?). Color not given.	1874
III-7	<i>Louisville &amp; Cairo/S.B.</i> 33/3½-4 (tracing is off-scale). Blue, 1857 period to black in 1861 era.	1857-1862?
III-8	<i>Louisville &amp; Cairo M. Bt. Route, M/S</i> (need tracing).	1857-61
III-10	<i>Louisville &amp; Cincinnati/Mail Line/5</i> , 39/4 mm. Black.	1851-4?
III-11	<i>Louisville &amp; Cincinnati/Mail Line/10</i> , 39/4 mm. red.	1851
III-12	<i>Louisville &amp; Cincinnati/Mail Line/</i> , 39/4 mm. red; black. (Probably III-8, 9, 10 all from same instrument with insert rate logos?).	1851-4
III-13	<i>Louisville &amp; Cincinnati/Mail Line</i> , 37/2½-3½ mm. red; blue.	1851-2
III-14	<i>Lou. &amp; Cin./S.B. Mail Line</i> , 33½/3½ mm. red; orange.	1851-2
III-15	<i>L.ville &amp; Cinti./Mail Line.</i> , 32/4 mm. Orange, red, blue, black.	1852-62
III-16	<i>Louisville &amp; Cincinnati/Mail Line.</i> , in rectangle, 45½ x 17½ mm. Red, blue.	1851
III-17	<i>Louisville &amp; Cin./S.B.</i> , 26/3 mm. Blue, black.	1861
III-18	<i>Lou. &amp; Cin./Mail Boat.</i> , 26/3 mm. Black.	1874

### PLATE IV

Item	Description	Period
IV-1	<i>L'ville &amp; Evans. (?)/S.B.</i> , 26/3 mm. Blue, black.	1860's
IV-2	<i>Louis &amp; Evans/Riv.Rt.</i> , 26/2½-3 mm. Color not given.	1877
IV-3	<i>Louis. &amp; Evans./Agt.</i> , 26/2½-3 mm. Black.	1878-83
IV-4	<i>Louis. &amp; Evans./Agt.</i> (name misspelled), 25/2½ mm. Blk.	1880
IV-5	<i>Louis &amp; Evans. Riv./Agt.</i> , 27/2½ mm. Exists with and without year date. Color not given.	1883
IV-6	<i>Louis. &amp; Evans Riv. (?)/Agt.</i> , 26/2½ mm. Black.	Banknote
IV-7	<i>Lou. &amp; Ev./Mail Boat</i> , 25/2½ mm. black.	Early 1870's
IV-8	<i>L. &amp; St. Louis/Mail Route, M/S.</i> Need tracing.	1854
IV-9	Not used	
IV-10	<i>Louisville &amp;/St. Louis/Mail Route</i> (note spelling of "DEZ" (December?), 35 x 32 mm. shield. Black; blue.	1853
IV-11	<i>Louisville &amp; St. Louis/Mail Route</i> , 33½ mm. Black.	1855?
IV-12	<i>Louisville &amp; St. Louis/Mail Line</i> , 33 mm. Red.	1854?
IV-13	<i>Louisville &amp; St. Louis/S.B.</i> , 33/3½ mm. Blue, black.	1853-4
IV-14	<i>Louisville &amp; St. Louis/Mail Route</i> , 38 x 22½ oval, black.	1853
IV-15	<i>L. &amp; Rock/Riv. Rt.</i> , 25 mm. black.	Early 1870's
IV-16	<i>Loud. &amp; Rock'd Riv./Agt.</i> , 26 mm. blue.	Late 1870's
IV-17	<i>Mayville &amp; James/Agt. (?)</i> , 27½/3 mm., purple.	1880's
IV-18	<i>Mayville &amp; James/Agt.</i> , 27/3½. Black. Need tracing.	1880's



II-1



II-2

II-3



II-4



II-5



II-6



II-7



II-8



II-9



II-9a



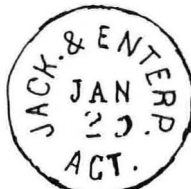
II-10



II-10a



II-11



II-12



II-13



II-13a



II-14



II-15

*Handwritten signature: H. D. S. B. et al. Sept 27/62*

II-16



III-1



III-2



III-3



III-4



III-5

III-6



III-7

III-8



III-10



III-11



III-12



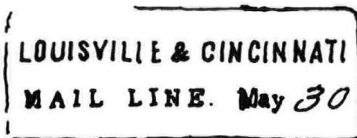
III-13



III-14



III-15



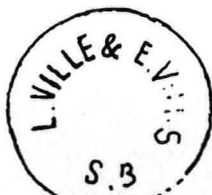
III-16



III-17



III-18



IV-1



IV-2



IV-3



IV-4



IV-5



IV-6



IV-7

IV-8



IV-10



IV-11

IV-9



IV-12



IV-13



IV-14



IV-15



IV-16



IV-17

IV-18

## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### RAILROAD MARKINGS

CHARLES L. TOWLE

#### Towle-Meyer Catalog

#### Errata and Addenda

Due to the great interest and assistance displayed by many collectors it is felt to be desirable to devote this installment entirely to railroad markings of the West.

The Editor is grateful to Messrs. Fingerhood, Germon, Wierenga, Edward Willard, John Willard, Woodruff and Wyer for their assistance in reporting markings herein reported.

(1) Through the investigation of John Willard we report an error in listing in the Towle-Meyer Catalog under Colorado. The marking listed as 951-A-1 should be changed to:

950-C-1 26 black, Banknote, 5. (Cheyenne, Hughes Station & Denver)

(2) Through detective work by Edward L. Willard an erroneous reporting under New Mexico Territory has been brought to light. Marking of S.P.R.R. listed as 963-D-1 was assigned to Southern Pacific Railroad. Mr. Willard has located a cover bearing this marking containing a letter dated March 26, 1881 from Mercersburg, Pa. to Ithaca, N.Y. As a result this marking becomes Southern Pennsylvania R.R., a short line branch of the Cumberland Valley R.R., and illustrates just how misleading a marking can be when assigned only from a cover not showing back address. Change to

209-G-1 26 black, Banknote, 18. (Southern Pennsylvania)

(3) 963-E-1 is also reported with year date 1885.

(4) 983-A-1 is also reported with 3c 1861 stamp possibly indicating earlier usage than date shown in Catalog.

#### Plate XIII

##### Dakota Territory

885-C-1 26½ black, WYD 1886. 5 (Sioux City and Yankton)

885-D-1 26½ black, Banknote. 30 (Dakota Southern)

*Catalog Route 887: Columbia to Huron, Dakota, Chicago & Northwestern R.R.*

*Route Agents: Columbia-Huron, D.T. 1883—2 Clerks (97 miles)*

*Markings: 887-A-1 27 black, WYD 1886, S killer, 6*

##### Montana Territory

890-B-1 27 black, WYD 1884. 15. (Garrison Junction and Ogden)

##### Oregon

894-D-2 manuscript, WYD 1873. 12 (Oregon and California R.R.)

898-A-2 27½ black, WYD 1886. 5 (Umatilla and Huntington)

898-B-1 27½ black, WYD 1885. W killer. 6 (Granger and Huntington)

##### Nebraska

932-O-1 25 black Sixties, 20 (Cheyenne to Wahsatch, Union Pacific)

Note—A May 1869 timetable of Union Pacific in my files shows Wahsatch as western terminus but this may not be correct interpretation of marking

936-B-1 26½ black, WYD 1886. 4 (Missouri Valley and Chadron)

##### Colorado

951-A-1 27½ black, Eighties. NDL. 3 (Fort Collins and Denver)

951-A-2 27½ black, WYD 1886. 3

951-B-1 25½ black, Banknote. N in circle killer. 8 (Cheyenne, Boulder and Denver)

952-B-1 26 black, Banknote. 12 (Denver and Blackhawk)

954-B-1 27 black, WYD 1885. E killer 6 (Denver and Leadville)

955-A-2 25½ magenta, Banknote. 20. (Denver and Fort Garland)

955-E-1 26½ black, 1879. 15. (Denver and San Juan)

957-B-1 27½ black, WYD 1886. 2 (Denver and Ogden)

957-B-2 27½ black, 1885. 4

##### New Mexico Territory

963-G-1 27 black, Eighties. 4 (Deming and San Francisco)

963-G-2 27½ black, WYD 1884. 4

963-G-3 27½ black, WYD 1883. 5



885-C-1



885-D-1



887-A-1

**S**



890-B-1

*Pa. & R.R.  
March 12 - 1878*

894-D-2



898-B-1

**W**



898-A-2



932-0-1



936-B-1



951-A-1



951-A-2



951-B-1

**N**



954-B-1

**E**



952-B-1



955-A-2



955-E-1



957-B-2



957-B-1



963-G-1



963-G-2



963-G-3

PLATE XIII

#### Plate XIV

- 963-G-4 28½ black, WYD 1883. Partial. 5  
963-H-1 Open Circle 24½ blue, Banknote. Black W killer. 45 (Benson and Los Angeles)  
963-I-1 27 black 1872, E killer. 15 (Southern Pacific)  
964-A-1 27½ black, WYD 1885. E killer. 5 (Albuquerque and Mojave)  
964-B-1 27½ black, WYD 1884, 1885, 8 (Albuquerque and Needles)

#### California

- 976-J-1 26 black, Banknote, W killer. 6 (Ogden and San Francisco)  
976-K-1 26½ blue, 1878. 4 (San Francisco and Ogden)  
976-S-4a D. Circle 32½-20 blue, WYD 1871. 24 (Central Pacific)  
976-S-4b Rectangle (Rounded Corners) 31 x 17½ blue, WYD 1879. 10  
976-S-5 D. Circle 32½-20 blue, WYD 1879. 50  
979-B-1 27 black, WYD 1885. 4 (Sacramento and San Francisco)  
982-B-1 25½ black, 1875, 1876. 12 (California and Oregon)  
982-C-1 25½ black, WYD 1886. 4 (Tehama and Sacramento)  
982-D-1 27 black, WYD 1883. 5 (Redding and Sacramento)  
983-C-1 26½ black, 1874. NDL. 16  
985-S-1 D. Circle 29½ blue, WYD 1883, 15 (North Pacific Coast)

*Catalog Route 986:* Tehama-Davisville, Cal. CENTRAL PACIFIC (California Northern R.R.)

*Route Agents:* 1879, 1881 Woodland-Willow, Cal. 1 Agent; 1882 Willow-Davisville, Cal. 2 Clerks; 1883 Tehama-Davisville 2 Clerks (124 miles)

*Markings:* 986-A-1 27½ black, WYD 1885. 7  
986-B-1 27 black, WYD 1884, 1885, 1886. 4

*Catalog Route 988:* Los Angeles-Santa Ana, Cal. SOUTHERN PACIFIC R.R.

*Route Agents:* Los Angeles-Santa Ana, Cal. 1881—1 Agent; 1882,—1 Clerk (35 miles)

*Markings:* 988-A-1 26½ black, Banknote, Eighties. 6

*Catalog Route 989:* Stockton-Milton, Cal. STOCKTON & COPPEROPOLIS R.R.-  
STOCKTON & VISALIA R.R.

*Route Agents:* 1881 Stockton-Oakdale, Cal. 1 Agent  
1882, 1883 Stockton-Milton, Cal. 1 Clerk (30 miles)

*Markings:* 989-A-1 25½ black, Banknote. NDL. 20

#### Tentative and Unclassified Markings

T-15 D. Circle 32-29½ blue, WYD 1869. 50. Union Pacific—End of Track.  
Only usage seen apparently a corner card marking and entered mails at another point.

T-16 D. Circle 35½-20 blue. 1868. 24. Central Pacific R.R. messenger.  
The use of these messenger markings and their connection with U.S. Mail, if any, is not as yet understood and this would offer a good research topic for some of our western members.

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963-G-4



963-H-1

W



963-I-1

E



964-A-1



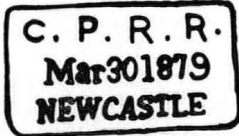
964-B-1



976-K-1



976-S-4a



976-S-4b



976-S-5



979-B-1



982-B-1



982-C-1



982-D-1



983-C-1



985-S-1



986-A-1



986-B-1



988-A-1



989-A-1

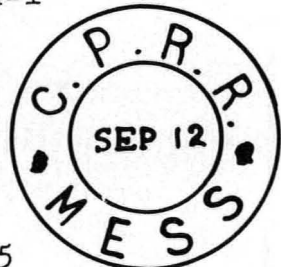


976-J-1

W



T-15



T-16

PLATE XIV

## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

### TWO COVERS TO GERMANY VIA HAMBURG PACKET

The cover illustrated as Figure 1 is reported by David T. Beals III, our associate editor for the 1851-'60 period. It originated in New York and is addressed to Bremen. Prepaid 10c by a type III stamp of the 1857 issue, it was endorsed simply "p. Mail." It bears a N. YORK PAID HAMB. PKT./10 marking dated May 15, and a HAMBURG/29 MAY 1858 receiving mark. Since the rate to Bremen by Hamburg packet was 15c, the question is raised: Why is this cover not prepaid with 15c in stamps? While a definitive answer to this question probably cannot be given, there are two possibilities that should be explored.

In June 1857 the *Hansa* of the W. A. Fritze & Co. made the last voyage to New York for the line. Until the North German Lloyd ships started running in July 1858, therefore, there was no Bremen packet service to New York. Also in June 1857 the *Washington* and *Hermann* of the Ocean line ceased their runs between New York and Bremen. The service of this line, however, was replaced by that of the Vanderbilt European line with the ships *Ariel* and *North Star* running between New York and Bremen. The contract between the Postmaster General and Cornelius Vanderbilt for this service called for thirteen round trips during the ensuing year, and the compensation was to be the sea and U.S. inland postage on the mail conveyed. The "Commodore," however, was also running his ship, the *Vanderbilt*, between New York and Havre, a much more lucrative service.

On the 28 November 1857 the *Ariel* sailed from New York for Southampton, Havre and Bremen. On this trip she suffered extensive sea damage, and did not arrive back in New York until 4 May 1858. The *North Star* sailed from New York on 26 December 1857, also suffered sea damage and did not arrive back in New York until 13 February 1858. There was a scheduled mail sailing from New York on 23 January 1858 which was not made. There was also scheduled a mail sailing on 20 February 1858, but the newly arrived *North Star* was too much in need of repair to make it. Vainly the Postmaster General sought to have Vanderbilt put the *Vanderbilt* or one of his other ships on the Bremen run. The 20 February 1858 sailing was not made, and when it appeared that the scheduled sailing of 20 March 1858 was also not to be made, the Postmaster General sent the Bremen mail to Liverpool in the Prussian closed mail by the *Kangaroo* of the Inman line. Bremen

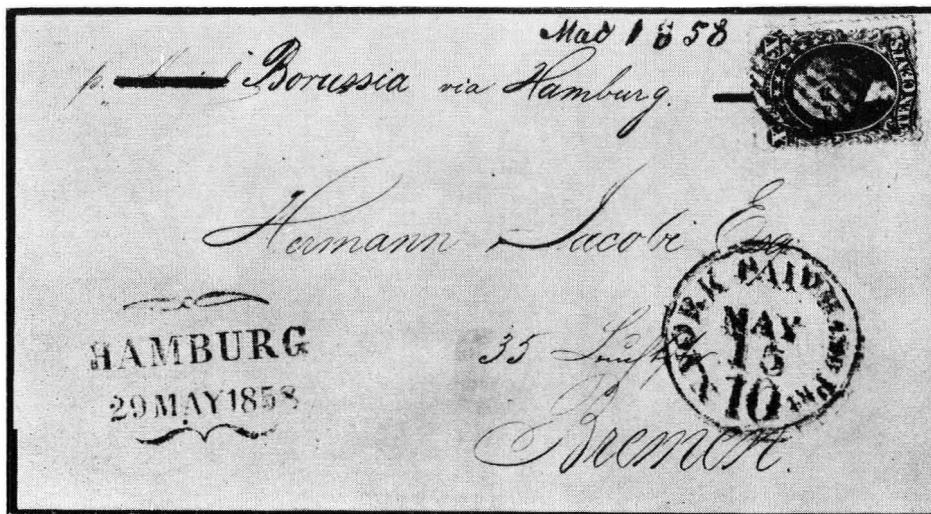


Figure 1

sent its mail by the *Hammonia* of the Hamburg-American line, which arrived in New York on 1 April 1858. This also broke the heart of Senator Duckwitz, Bremen Postmaster. To think that the Bremen mail had to be sent by a Tapag ship!

On 15 May 1858 the *Borussia* of the Hamburg-American line and the *Ariel* of the Vanderbilt European line sailed from New York. Someone in the New York post office, perhaps a clerk or the person in charge of the foreign desk, endorsed this cover to be sent by the "Borussia via Hamburg." Since the letter was fully prepaid if it were sent by the *Ariel*, and was 5c underpaid if it were sent by the *Borussia*, one wonders why the latter ship was chosen. Perhaps the recent poor experience with the Vanderbilt European line influenced the decision. There is the second possibility the *Ariel* sailed early in the day and this cover arrived at the New York post office after the *Ariel* mails were closed. In order that it be dispatched as early as possible it was included in the *Borussia* mail. Regardless of what the reason may have been, the letter was sent to Hamburg by the *Borussia*.

It should be noted that the United States Post Office lost nothing by sending this letter by the Hamburg-American line. If it were sent by the *Ariel* a credit of 1c would have been given Bremen. The remaining 4c sea postage and 5c U.S. inland postage would have been paid over to the Vanderbilt European line. Thus, the United States would have received nothing for the service. The forwarding of the letter by the Hamburg-American line necessitated a credit of 10c to Hamburg. This covered 4c sea postage, 1c Hamburg inland, and 5c transit from Hamburg to Bremen. Hamburg paid the line for the sea postage, and in this case also, the United States received nothing for the service. Thirty days after this letter was mailed, the New York post office would not have had a choice of ships (if one was indeed involved in this case). On 14 June 1858 Congress passed an act which, among other things, provided that if a United States ship and a foreign ship sailed from the same port for the same destination within three days of each other, the mail was to be sent by the United States ship.

The rate, the route used to forward it, and, particularly, the time of mailing, make this a most interesting cover. There can be little doubt that it is scarce.

The cover illustrated as Figure 2 is reported by Tracy W. Simpson, former editor of *The Chronicle* and recent editor of the 1851-'60 period. The letter originated in New York and is addressed to Waren, Mecklenburg Strelitz. It is endorsed "pr. Steamer Borussia." It is prepaid by a block of four of the 3c perforated stamps which are cancelled with a red grid. In manuscript is a large blue "3," and it also bears a N.YORK PAID HAMB. PKT./10 marking in red and dated Nov. 2. On the reverse is the oval handstamp of the Hamburg State Postal Administration: ST. P. A./18 NOV 57, which shows the date the letter arrived in Ham-



Figure 2

burg. It also bears a double circle marking of the Hamburg city post office, dated Nov. 19, the date the letter was dispatched from that office.

The block of four of the 3c stamp on this cover is indeed remarkable. It shows imprint and Plate No. 11. Tracy writes that this was lot No. 238 in the Harmer sale of Cabeen material, and that Plate No. 11 is the early state, rather than the late state as indicated in the catalogue, and by the pencil notation on the face of the cover.

In this connection the year date of the cover is significant. The oval Hamburg marking shows the year to be 1857. Even if this were not so, the New York packet marking implies an 1857 date. The ships of the Hamburg-American line sailed from New York on the first and fifteenth of the month, except when these dates fell on Sunday, in which case the sailing was on the following day. In 1857, November first fell on Sunday and, hence, the New York packet mark shows the date of November 2. In his letter Tracy points out that the stamps must be Plate 11 "early," since the early state "was the only state of plate 11 for" the year of 1857. He further writes that Dr. Chase reported knowing of two instances of a Plate No. 11, both in the early state, and this is probably one of them.

This letter was undoubtedly brought to the New York post office with the block of four of 3c stamps affixed. The person who mailed this letter must have paid three additional cents in cash. This statement not only rests on the fact that the New York exchange office gave Hamburg a credit of 10c, which indicated a 15c rate, but also because this credit included the 5c (2 silbergroschen) uniform postage of the German-Austrian Postal Union, to which both Mecklenburgs belonged. There was no reason whatever for additional postage to be charged in Germany.

One can only conclude, therefore, that the "3" on the face of this cover was applied at New York, and that it indicated an additional prepayment of 3c in cash. While it was customary to indicate these additional cash prepayments on letters partially prepaid by postage stamps in lead pencil, in this instance, the clerk used a pen. It should be noted that prepayment of foreign postage by postage stamps was not made compulsory until 1860.

This cover is *double-barrelled*. Not only is it franked with one of the rarest blocks of four of the 3c stamps, but it is also one of the few covers known to this editor that clearly indicates that the rate was partially prepaid by stamp, and partially prepaid in cash. As Tracy puts it, "This cover is really sensational, as I see it." In this the editor concurs.

### SIX 15c 1869 COVERS TO EUROPE

The following six covers are reported by Henry M. Gobie, RA 982, and were part of a collection of 15c stamps of the 1869 issue which were exhibited at FLOREX last month at Miami, Florida. The exhibition won a gold award.

Figure 3 illustrates a cover posted in Washington, D.C., on June 25, 1869 or 1870 (there is nothing on the cover to indicate the year date). It is addressed to Stuttgart, Germany, and is prepaid by a single 15c, type II, stamp of the 1869 issue.

On 1 January 1868 a postal convention between the United States and the North German Union superseded the Prussian closed mail convention. The Prussian closed mail convention (effective 15 October 1852) was made possible by an Anglo-Prussian convention (effective 1 August 1852). Under both of these conventions, Aachen was a Prussian exchange office. Both the U.S.-Prussian closed mail and the Anglo-Prussian closed mail were forwarded from London to Ostend, and thence on the railroad line to Verviers, Belgium, whence it was forwarded on the line Verviers to Cologne, via Aachen. Until 1862 both mails were put off at Aachen. A new Anglo-Prussian convention signed 13 October 1862 adopted the travelling post office, Verviers to Cologne, as the exchange office for Anglo-Prussian closed mail and dropped Aachen as an exchange office. While the British mail was now sorted aboard the train, the United States mail continued to be put off at Aachen. There is some evidence, however, that some letters addressed to eastern Europe and sent in the U.S.-Prussian closed mail were sorted en route late in 1862.



Figure 3

The U.S.-North German Union convention, itself, established Aachen, Bremen, and Hamburg as German exchange offices. The Detailed Regulations, signed 22 July 1868, however, made the "Travelling Post-Office No. 10, between Cologne and Verviers" a German exchange office, and dropped Aachen. Covers showing this service bear a marking in red on the face: "VERVIERS (followed by either "A" or "B")/date/COELN/FRANCO" on prepaid letters. Unpaid letters bear the same marking in blue on their reverse, but without "FRANCO." Until 1 July 1870, North German Union letters from the United States, via England, bear these markings.

The convention established a rate for letters via England of 15c in the United States, or 6 silbergroschen in Germany, per 15 grammes ( $\frac{1}{2}$  ounce). The tables of postages to foreign countries published during this period designate the service as "North German Union closed mail, via England."

Figure 3 bears on its face a NEW YORK PAID ALL/BR. TRANSIT marking, characteristic of covers by this service, and a VERVIERS A/date/COELN/FRANCO marking applied by the travelling post office, Verviers to Cologne.



Figure 4

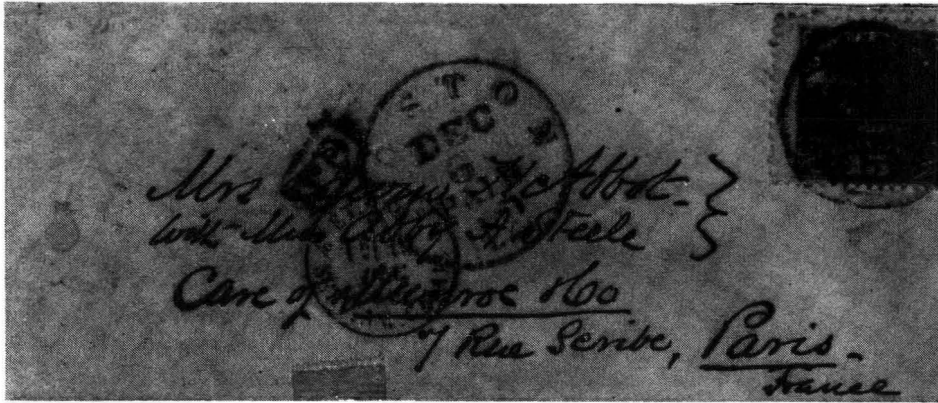


Figure 5

This is one of the few covers seen by this editor that shows an "A" after Verviers. The significance of the "A" or "B" in this marking is not known. One suspects that they may designate a particular train, such as a day train or a night train, or the mail crew (brigade) that processed the mail. Regardless of what these letters may signify, markings showing the letter "B" are more frequently seen.

Figure 4 illustrates a cover posted in Fall River, Mass. on 3 January 1870 addressed to Dresden, Saxony. It is prepaid 20c by a 2c, 3c and 15c, type II, of the 1869 issue, indeed, an unusual combination. Under the U.S.-North German Union convention the direct rate to Germany was 10c per 15 grammes ( $\frac{1}{2}$  ounce). Direct service is indicated by the NEW YORK PAID ALL/DIRECT marking, and the letter must have weighed over  $\frac{1}{2}$  ounce at the Fall River office, requiring a double rate prepayment of 20c. The small oblong marking HAMBURG/18 1 70/FRANCO was applied at Hamburg to mail received by ships of the Hamburg-American line. The date of arrival was 18 January 1870, while the New York marking indicates that the ship sailed from there on 4 January. Mr. Gobie notes that this cover is from the Henry A. Meyer Collection, Lot 482, sold by Robert A. Siegel on 25 June 1969. It is indeed a splendid cover.

Figure 5 illustrates a cover posted in Boston addressed to Paris. It is prepaid by a 15c, type II, stamp of the 1869 issue, the correct rate by French mail. The BOSTON/PAID 12 marking is dated 6 December (1869). The French receiving mark, 3 ET. UNIS 3/SERV. AM. CALAIS is dated 19 December 1869, and was applied in blue. M. Salles states this marking was applied by the Paris office to mail arriving by way of England. There was a similar marking showing SERV. BRIT. CALAIS which was used for about a month in 1868, but thereafter the marking showing SERV. AM. CALAIS was applied equally to letters arriving in England by American or British packet. The credit "12" in the Boston marking indicates that this letter was sent by a British packet of the Cunard line. Since the Cunard line abandoned its Boston sailings on 5 January 1868, this letter was dispatched from New York, probably by the R.M.S. *Scotia* which sailed from that port on 8 December 1869. An interesting cover used late in the French mail period.

Figure 6 illustrates another French mail cover. It originated in New Orleans on 14 May 1869 addressed to France. It is prepaid by a 15c, type I, stamp of the 1869 issue. It bears a NEW PAID YORK/6 marking in red dated 19 MAY (1869). The credit "6" in this marking indicates American packet service to England. Again, the blue 3 ET. UNIS 3/SERV. AM. CALAIS marking was applied by the Paris office, and its appearance on this cover supports M. Salles statement that it was used equally on mail by American and British packet. In 1869 American packet service to England was performed by the Inman line to Liverpool and the North German Lloyd to Southampton. This letter was conveyed to England by a ship of one of these lines.

On 8 July 1863 the United States and the Kingdom of Italy signed a postal convention which did not go into effect. A new convention was signed on 8 No-

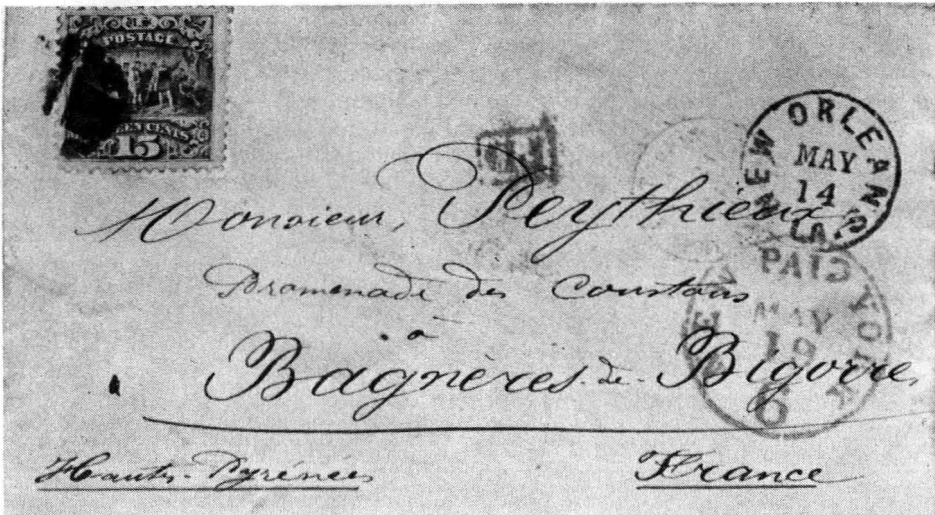


Figure 6

vember 1867 which became effective on 1 April 1868. This convention provided for a 15c per 15 grammes ( $\frac{1}{2}$  ounce) rate on letters posted in the United States, or 80 centesimi for letters posted in Italy. The route to which this rate applied was called in the convention the "direct" route. The tables of postages to foreign countries published during this period call it "Direct closed mail, via England." This indicated that the bags were closed in New York (which was the only U.S. exchange office) and directed to one of the Italian exchange offices which were: Susa—travelling office; Camerlata—travelling office; and Arona—travelling office. The mail passed in closed state through England and the continent to one of these exchange offices. This, however, was not the only route by which mail was forwarded to Italy. The tables of postages to foreign countries continued to show North German Union mail with rates of 14c for direct service and 19c for closed mail, via England.

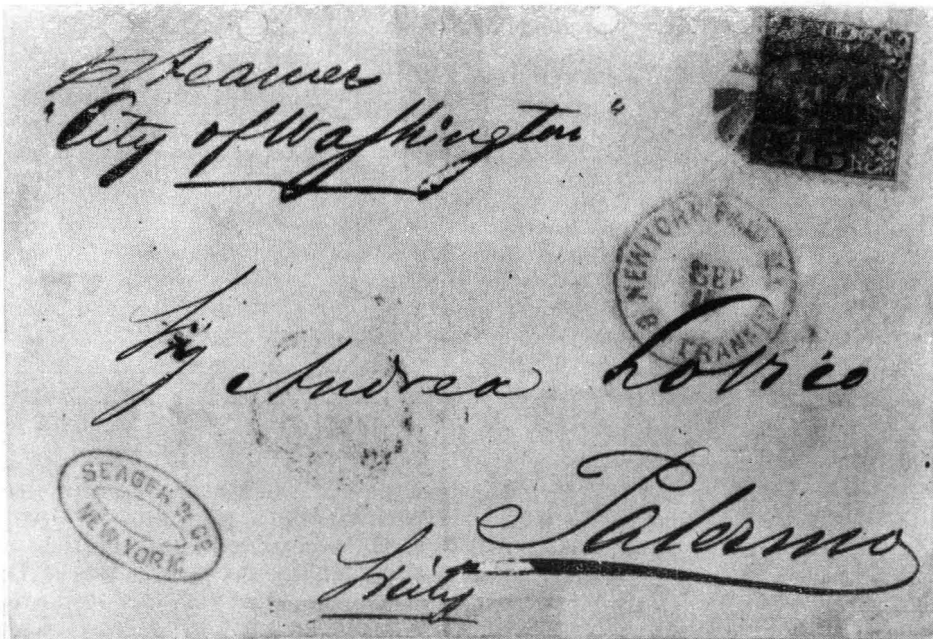


Figure 7

Figure 7 illustrates a cover which originated in New York addressed to Palermo, Sicily. In this, and in earlier periods, mail between the United States and Sicily is seldom seen. It is endorsed to the steamer "City of Washington" of the Inman line and prepaid by a 15c, type II, stamp of the 1869 issue. On its face is a NEW YORK PAID ALL/BR. TRANSIT marking dated 14 September (1869), and on its reverse are markings of Milan (dated 26 September 1869), Naples (dated 28 September 1869), and Palermo (dated 30 September 1869). Since the letter was sent in closed mail from New York directly to Italy, only a New York and Italian markings appear.

On 11 October 1867 the United States signed a postal convention with Switzerland. This convention in many respects was similar to that signed with Italy, and also became effective on 1 April 1868. It provided for a 15c per 15 grammes rate in the United States, and an 80 centimes rate in Switzerland. This was for service by direct closed mail, via England. The North German Union mail rates, however, were deleted on 1 April 1868 from the tables of postages to foreign countries. New York was the United States exchange office, while Switzerland used Basle and Geneva.

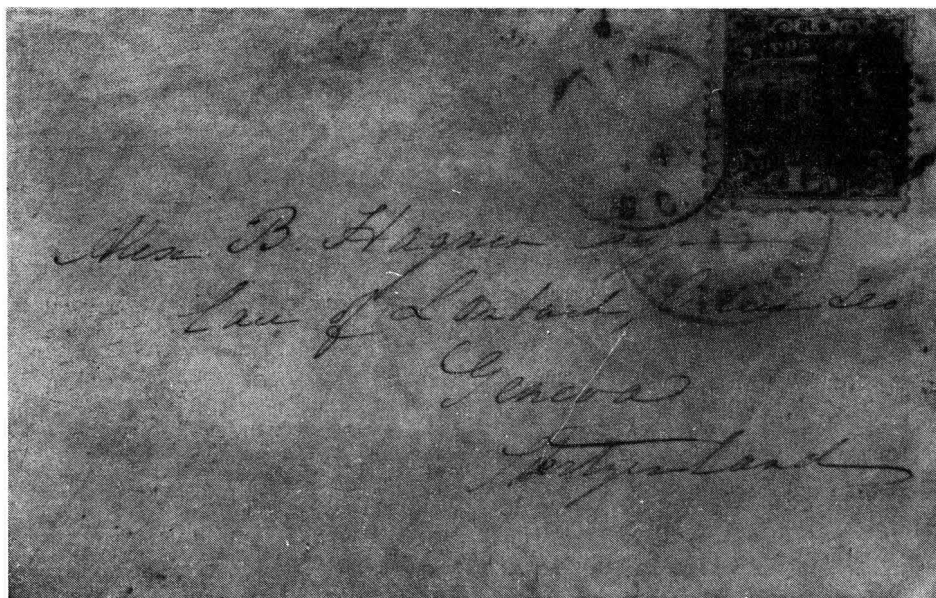


Figure 8

Figure 8 illustrates a cover posted in Washington, D.C. on 14 September (1869) addressed to Geneva, Switzerland. It is prepaid by a 15c, type I, stamp of the 1869 issue. On the face is a NEW YORK PAID ALL/BR. TRANSIT marking bearing the date of 15 September. On that date the R.M.S. *Russia* sailed from New York for Liverpool and it is presumed she conveyed this letter to England. On the reverse are Basle and Geneva markings dated 27 September 1869.

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