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

May, 1970

Volume 22, No. 2

Whole No. 66

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- #28 — (5c RED BROWN) & #14 (10c Green Imperf) — Fine Cent., tied together on V.F. Bluish folded letter, with RED "N.Y.-PAID-12" Pmk., dated "OCT. 27 (1857)" to France, clear "Br. Pkt." pmk., Rare & colorful combination ..... \$200
- #29 — (5c BROWN) & #35-(10c Ty. 5)—Perfs cut, fresh bright copies, tied to superb white folded letter by "N.O., La-Nov. 16, 1859" Pmk., with clear transit pmks. by "Brit. Pkt.", Cat. \$81.50 + ..... \$68
- #29 — (5c BROWN) — Hor. strip of 3, Deep Dark shade, wide ST. edge & guideline at left, Fine to Superb Centering, tied on V.F. BUFF cover by "N.O., LA." indistinct pmk., with clear transit pmks. to France, signed **ASHBROOK**, Est. Cat. \$250 ++ ..... \$185
- #30 — (5c ORANGE BROWN) — Rich color, V.F. cent., Vert. crease from cover filing fold, vividly tied by "NEW YORK-Aug. 20, 1861" black pmk. & grid on V.F. appearing, slightly creased (from filing folds) bluish folded letter to "NOVA SCOTIA", signed **ASHBROOK**, Rare & striking cover, Cat. \$450 ++ ..... \$400
- #30 — (5c Deep Rich ORANGE Brown) — 2 copies, V.F., tied by black grids to V.F. white folded letter, with clear transit pmks., including Red "N. YORK-BR. PKT.-7 PAID-Sep. 11 (1861)", to SPAIN, with P.F. Cert., Most Attractive & RARE ..... \$1,500
- #30A — (5c BROWN), F.-V.F., tied by Blue "BALT., MD." pmk. to V.F.-S. Bluish folded letter to "AMSTERDAM", with bright RED "NEW YORK-BR. PKT-Jul. 18 (1860)" pmk. A Beauty ..... \$75
- #30A — (5c BROWN) — 2 copies, F.-V.F., target cancels, not tied on V.F., Yellowish cover, pmk. "SUSPENSION BRIDGE, N.Y.-Feb. 24 (1861)" to CANADA, with Red "UNITED STATES PAID 6", Attractive ..... \$85
- #30A — (5c Deep BROWN — HOR. PAIR, F.V.F., target cancels faintly tying, companion cover to above, same pmks., but "DEC. 28, 1860" pmk., same Red "UNITED STATES PAID 6", slight cover repair at Bt. Rt., Most Attractive .... \$100
- #30A — (5c BROWN) — H or. STRIP of 3, Fine to Superb, tied by Brilliant Red grids to superb Bluish Laid Envelope to "BERLIN", with Blk. "NEW YORK-Am. Pkt.-23" pmk. & Red "SHORT PAID" with Mss. Due mark, A BEAUTIFUL GEM ..... \$250

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## of the U.S. Classic Postal Issues

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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.

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

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## THE 1847-'51 PERIOD

CREIGHTON C. HART, Editor

### U. S. EXPRESS MAIL IN THE 1847 PERIOD

CREIGHTON C. HART

The *U. S. Express Mail* postmark is a postal history reminder of the vigorous competition that existed between the express companies and the United States mail during the mid-nineteenth century. Before 1845 the express companies successfully competed with the U. S. mail by offering bargain rates. After the reduced postage rates in 1845, the express companies emphasized speed in order to profit still at the expense of the mail. By incorporating "Express" in its postmarks, the post office was attempting to show that its service was as speedy as that of the express companies.

In the February 1935 issue of his "Pat Paragraphs", Elliott Perry writes of the losing battle that the express companies were waging with the post office department, as follows:

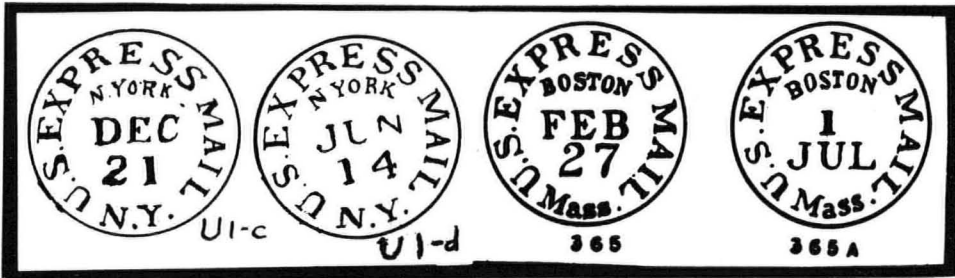
"The suggestion is made that the Post Office Department used the term 'Express Mail' as a weapon in its fight with the private mail carrying expresses. Any term which could help convince the public that the U. S. mails were Express Mails, just as speedy and efficient as any other express mails, would help the government mail to compete for the letter carrying business. What else was likely to be so effective as 'Express Mail'—even if it was a case of borrowing the express companies' own thunder?"

By the time our first stamps were issued the term "Express" had been discontinued except in two instances, one for Boston and one for New York. It is sometimes mistakenly believed that these postmarks were especially for mail traveling between these two cities. Actually, most of the known 1847 covers with this postmark are addressed to cities other than either New York or Boston.

It now seems certain that these Express postmarks were directional or route markings and were struck at least part of the time in the mail railway cars while en route. Elliott Perry believed this when he wrote in his July 1937 "Pat Paragraphs," "It (the Express Mail postmark of either New York or Boston) has been found on eastbound and westbound letters and the Editor is inclined to believe each route agent carried his own handstamp and pad and used it on eastbound and westbound trips." The Miller collection in the New York Public Library has 105 ten cent 1847 covers from the Ludlow Beebe correspondence each with a U. S. Express Mail postmark. All of these covers originated in Boston and are addressed to Philadelphia. One would expect all of them to have the Boston logo but three of them have the "U. S. Express Mail *N. York.*" Since the general pattern seems to be for Boston Express Mail covers to be addressed to points south, southwest and west and for New York Express Mail covers to be addressed to points north, northeast, and east, it seems possible that the New York Express Mail covers addressed to Ludlow Beebe at Philadelphia in the Miller Collection represent uses of the New York postmark on letters originating in Boston, as is mentioned in *Boston Postal Markings*. Although the railroad mail clerks were careful, they occasionally picked up the wrong handstamp.

The U. S. Express Mail postmarks used at Boston are illustrated in *Boston Postal Markings*. One device (365) has the month abbreviated above the day date, and the other (365A) has the month and day date reversed (Figures 1, 2 and 3). The only known 1847 cover with a Blake type 365A is a letter (Figure 2) datelined Providence addressed to Philadelphia, yet it has a "U. S. Express Mail *Boston*" postmark. The cover bears a single 5c stamp which is the correct postage rate if mailed from Providence but the 10c rate would apply if the letter had originated in Boston. It seems that this type 365A may have been the postmark





EXPRESS POSTMARKS ON 1847 COVERS

Figure 1

The two N. York illustrations are by Remele. The two with Boston logos are by Blake. Both Remele and Chase give these diameters, U1-C is 30 mm; U1-d is 29 mm, and 365 and 365A are 29 1/2 mm.



BLAKE BOSTON TYPE 365A

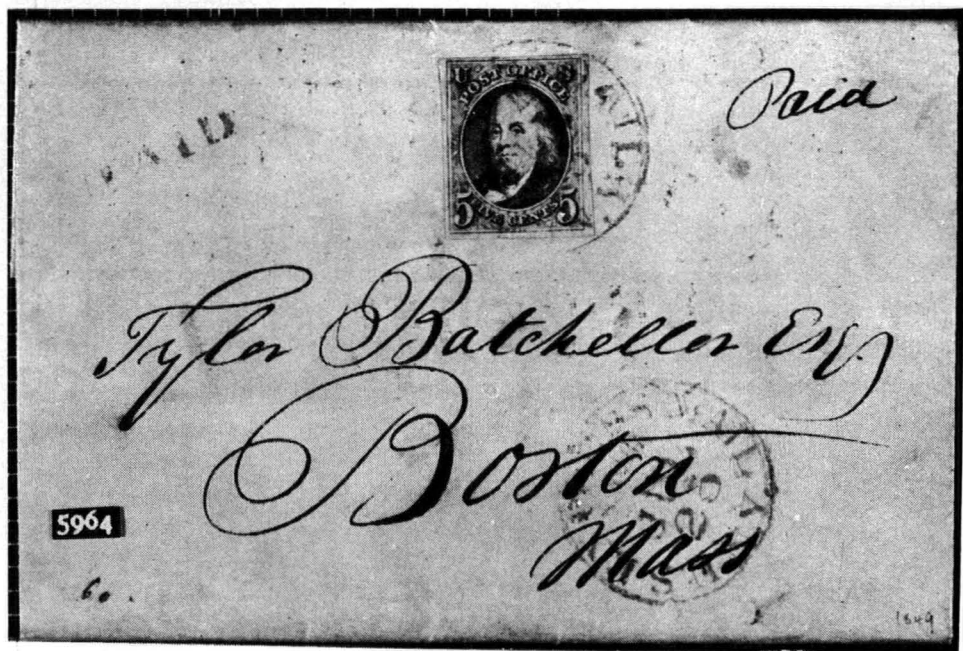
Figure 2

This type has the day date above the abbreviation for the month. The cover is datelined June 26, 1851. This letter must have been mailed in Providence because 5c correctly pays the rate from Providence to Philadelphia. If this letter had been mailed in Boston as the logo in the postmark indicates, 10c would have been required because Boston is more than 300 miles from Philadelphia. The blue "R" which is partially evident stands for "recorded" or perhaps it is an early unofficial registering.

used by the route clerk working out of Providence on the train from Boston. If this is the case, it could explain the extremely rare use of this type of the U. S. Express Mail postmark on 1847 covers. Since the earliest date recorded in *Boston Postal Markings* for 365A is May 6, 1850 (a stampless cover), it is likely to be uncommon on covers with 1847 stamps. The supplementary Express service out of Providence, as an extension of the Boston U. S. Express Mail, apparently started about May 1850.

The common seven bar enclosed circular grid, which I believe is the "device" furnished by the post office department, is the cancellation usually found on the '47 Express covers and is always in red. It is significant that the 13 bar square grid commonly found on '47 covers cancelled at the New York City post office is not seen on any "U. S. Express Mail N. York" covers. Stamps not cancelled with the #7 grid are usually cancelled by pen or occasionally with a rate mark.

Letters postmarked "U. S. Express Mail" were carried at the same rate as other letters and were not subject to extra charges, as had been the case for the earlier Express Mail or "Eastern Pony Express" of 1836-39. The word "Express" was meant to suggest extra speed in mail transmission, although the postmark was applied only to supplementary mail.



(Philatelic Foundation photo)

Figure 3

The U. S. Express Mail N. York postmark is here used as a canceller. The postmark is lightly struck to cancel the stamp, as is desirable, with a slightly heavier second strike on the cover as a postmark. This cover was in the Waterhouse collection when it was sold in 1955.

*Boston Postal Markings to 1890* by Maurice C. Blake and Wilbur W. Davis explains this service this way: "By 1846-47 the supplementary service had been extended for Express Mail to one hour after the post office closing, as stated in the *Boston Almanac* for 1847:

"Southern Mail closes daily at 4 P. M. Letters are received at the Providence Railroad Depot, by the Express Mail Messenger, until 5 P. M."

Elliott Perry in his "Pat Paragraphs" of July 1935 writes "The U. S. Express Mail postmarks used on these routes do not appear to have been used to indicate a special or speedier service other than the time saved when mail instead of being deposited in a post office was handed to a route agent of the post office department on a steamboat or railway train, or was deposited in a mail receptacle, such as it is believed were located at railway terminals and steamboat wharves."

In addition to the 105 10c Express covers in the Miller collection, the *Directory 10c 1847 Covers* lists 49 more Express covers from Boston but only 6 from New York. Covers addressed to Ludlow Beebe in Philadelphia account for 35 of the 41 listed in the *Directory* as addressed to Philadelphia. Of the remaining eight 10c covers listed for Boston, only one is to New York. The others are to assorted towns, the most distant being Fayette, Missouri.

Of the six "U. S. Express Mail N. York" covers listed in the *Directory* only one is to Boston. The cover addressed to Boston is an illegal late use, August 1, 1851, a month after the 1847 issue became invalid for postage. This interesting use of our first issue is not unusual, as more than forty illegal late uses are known. Three of the 10c New York Express Mail covers are foreign mail, two to England and one to New Brunswick. Still another is a cover to Taunton, Mass., bearing an upper right diagonal bisect of the 10c.

*The Directory of 5c 1847 Covers* is in its final stages before publication and among the more than 4000 different covers so far listed are 74 U. S. Express Mail covers, 32 having the Boston logo and 42 with N. York. In his July 1937 "Pat Paragraphs," Elliott Perry states that neither the Boston nor N. York Express Mail Postmark is known used as a cancellation on 1847 covers. He goes on to say, "Until the 1851 stamps appeared it was used only as a postmark but



Figure 4

An unusually clear strike of the "U. S. Express Mail N. York" postmark. The 1847 stamps were demonetized as of July 1, 1851, and no longer valid for postage. This cover mailed August 1, 1851, represents an illegal late use of our first issue of stamps. The postage rate from New York to Boston on this date was only 3c per half ounce.

thereafter it was frequently used as a canceller." It was not until recently that the first 5c 1847 cover turned up with this Express postmark used as a cancellation and such instances must be extremely rare.

Just recently our London member, Dr. Otto Bacher reports a second 5c 1847 cover with the "N. York Express Mail" used as a cancellation. This extremely fine cover (Figure 3) has a light strike on the stamp and a second heavier strike on the cover. The illustration shows the *indistinct* strike that is typical of U. S. Express Mail postmarks whether from New York or Boston. A 10c cover is also illustrated (Figure 4) as an example of a remarkably clear strike; such a sharp strike of this active postmark is quite rare. So far no 10c cover is known with this postmark used as a cancellation.

This article incorporates the pertinent information on the "U. S. Express Mail" postmark that has appeared in the past as it applies to 1847 covers. It also includes new information that has recently been reported or discovered. Specialists in the 1847 issue are interested in hearing from collectors (1) who have other 1847 covers with the U. S. Express Mail postmark used as a cancellation; (2) especially if on a 10c 1847 cover and (3) who have Express covers with the origin in the date line of the folded letter some place other than Boston or New York. Please report any information you have to the section Editor.

### Bibliography

- Blake, Maurice C. and Davis, Wilbur W. *Boston Postal Markings to 1890*. Portland, Maine, 1949.  
 Hart, Creighton C. and McDonald, Susan M. *Directory of 10c 1847 Covers*. Kansas City, Missouri, 1969.  
*Laws and Regulations for the Government of the Post Office Department*. Washington, D. C., 1847.  
 Perry, Elliott. *Pat Paragraphs*. Nos. 21, 23, 24, 32, and 53.  
 Remele, C. W. *United States Railroad Postmarks 1837 to 1861*. State College, Pa. 1958.

Next Issue: The article "1847 Covers from Iowa" scheduled for this issue will appear in the August Chronicle.

**YOUR CLASSIFIED ADVERTISEMENT HERE WILL SPEAK TO HUNDREDS OF INTERESTED SPECIALISTS IN THE CLASSICS. TO BUY, SELL, OR EXCHANGE, THIS IS THE PLACE FOR YOUR MESSAGE! SEE RATES, BOTTOM OF PAGE 52.**

**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. 3**

**Introduction**

We come now to the military posts of New Mexico Territory, and it will be remembered (from p. 142 of the first installment) that the army fought more engagements here during this decade than in any other area.

We are indebted to Dr. Sheldon H. Dike for making available to us the records of his many years of research concerning New Mexico Territory covers (Refs. 41 and 55), and it would indeed be a feather in someone's cap to discover a New Mexico fort cover not previously listed by him.

**FORT BUCHANAN, New Mexico Territory**

This post was established on November 17, 1856, and was the first military post established in the Gadsen Purchase territory. It was located on the Sonoita River about 25 miles east of Tubac near the present town of Patagonia, Arizona. Its mission was to control the Apache Indians and to protect the southern mail and express routes. Initially called Camp Moore, the post was designated Fort Buchanan on May 29, 1857, in honor of President Buchanan. From June until November, 1857, the Tucson post office was moved to Fort Buchanan, presumably because of Apache pressure, where a detachment of dragoons under Capt. Richard Ewell provided a semblance of protection. The post was not located on the overland mail route; overland mail from it was sent via Tubac and Tucson. Fort Buchanan was evacuated and burned on July 23, 1861, as a result of the Confederate invasion from Texas.

There is only one marking known:



Diagram #17

- 1) FORT BUCHANAN N. M. /D/ C35.

There are seven covers known used in 1859 and 1860 with this marking, four of which are on 3c Nesbitt envelopes, and three used with S5. Of the latter, two show point of origin in Alamas, Mexico, and bear the mark "Franco En Alamas" in a rectangle (see Fig. 5). Two others show specific routing by overland mail.

**FORT CRAIG, New Mexico Territory**

This post was established on April 11, 1854, on the tableland west of the Rio Grande River, about four miles below the present town of San Marcia. Its

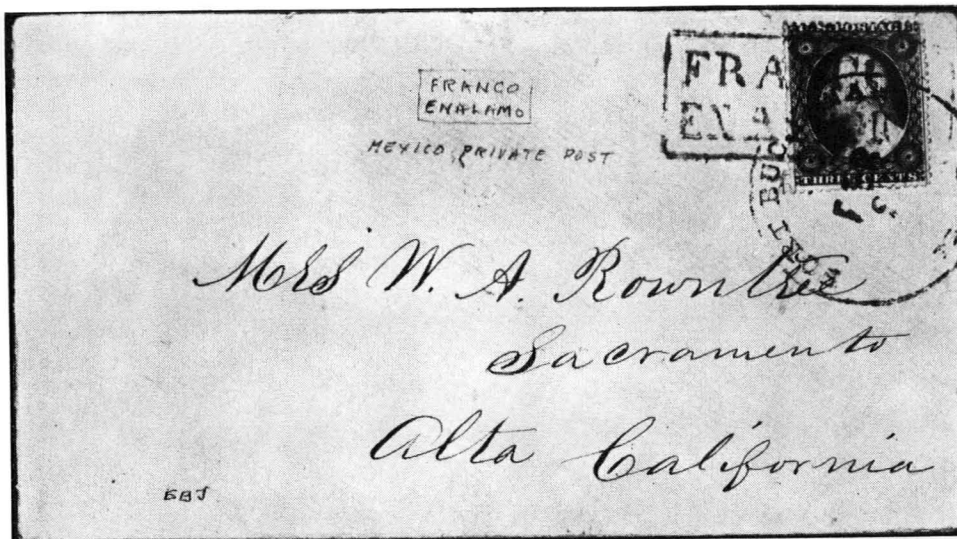


Figure 5

Courtesy of T. W. Simpson (Ex E. B. Jessup). Interesting use of Mexican marking "Franco En Alamos" showing the letter originated in Mexico and entered the U. S. mail at Fort Buchanan.

mission was to provide protection from roving bands of Apaches, and to guard the route along the Rio Grande. The post was named for Capt. Louis S. Craig, 3d U. S. Infantry, who was murdered in California by deserters in 1852. Not threatened by the Confederate invasion, the post was garrisoned by the army until 1885.

There is one marking known during this period:



Diagram #18

1) FORT CRAIG .N.M./mss. date/C32.

Four covers are known with this marking used in 1860 and 1861. Three are used with S5 and one is a stampless cover with mss. "Free Official Business."

## CLASSIC 19th CENTURY COVERS

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This marking is also known on two covers used with a 3c 1861. The Fort Craig post office had postal receipts of \$17.00 in 1859 (Ref. 53).

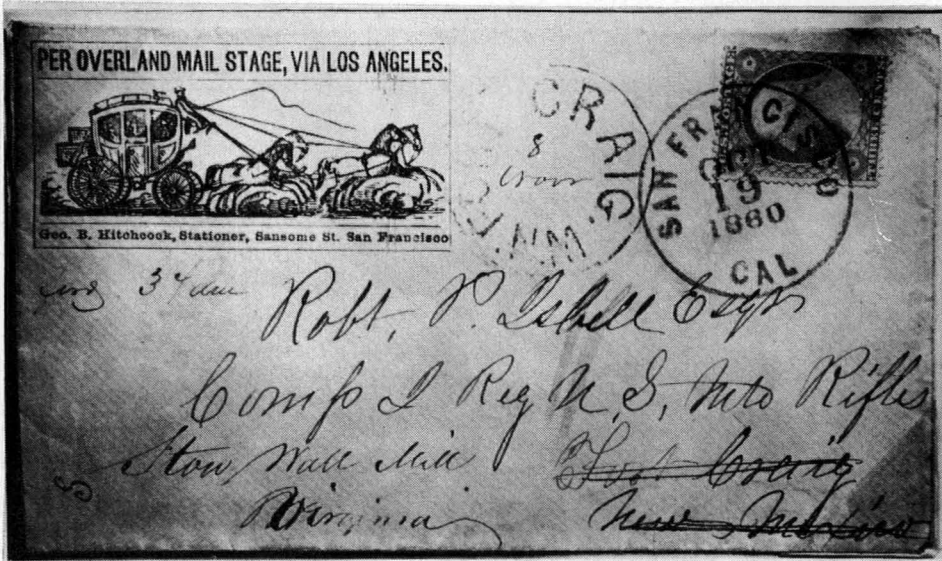


Figure 6

Courtesy of Floyd Risvold. One of the most interesting fort covers, addressed to a member of the U.S. Mounted Rifles and carried by the Butterfield Overland Mail.

### FORT DEFIANCE, New Mexico Territory

This post was established on September 18, 1851. It was located at the mouth of Canyon Bonito, 35 miles northwest of the present town of Gallup, New Mexico. It was the first U. S. army post to be established in what is now the state of Arizona. Its mission was to control the Navaho Indians. Fort Defiance was evacuated on April 25, 1861, in anticipation of the Civil War.

Two markings are known:



Diagram #19

- 1) Fort Defiance, N. M. Sept. 12th, in manuscript.
- 2) FORT DEFIANCE N. M. /D/ C33.5

Two covers with marking #1 are known used with S2 in 1857. Four covers and one piece are known with marking #2, one used with S5, one cover and a piece used with 3c Nesbitt envelopes, and the remarkable pair of covers addressed to France, the first used in 1858 with a pair of #17, and the other used in 1859 with a strip of #35, illustrated in Fig. 7.

### FORT FILLMORE, New Mexico Territory

This post was established on September 23, 1851, on the west bank of the Rio Grande about six miles south of the town of Mesilla. It was named for President Millard Fillmore, and was part of the system of frontier defence against the Indians. Fort Fillmore was abandoned on July 26, 1861, by U. S. troops and occupied the same day by the Confederate expedition from Texas.

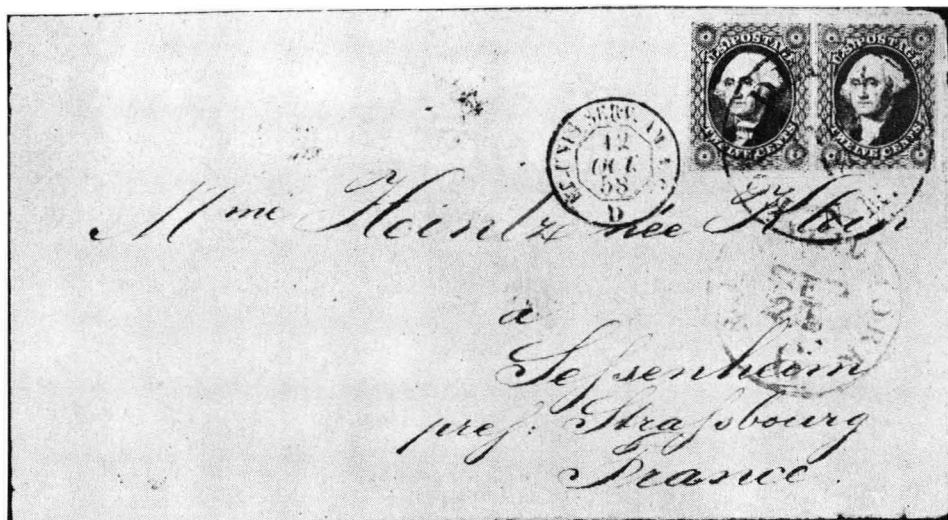


Figure 7

Covers written by the same person to France on August 18, 1858 (the pair of #17 over-paying the single rate) and again on January 14, 1859 (the strip of three of #35 paying the double 15c rate). The second cover is courtesy of W. O. Bilden.

The post was re-taken in August, 1862, by the first California Cavalry and was finally abandoned permanently on October 10, 1862. Fort Fillmore became a way station on the Butterfield overland mail route on August 17, 1858.

There are two postal markings known:

**OLD U.S. COVERS** Are My Specialty

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**E. N. SAMPSON**

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Diagram #20

- 1) Ft. Fillmore N M Nov. 8th/56, in manuscript.
- 2) FORT FILLMORE N. M. /D/ C32

There are four covers known with marking #1, used between November, 1852, and November, 1858. One is stampless, one used with a 3c Nesbitt envelope, and we have been unable to obtain details of usage on the other two. Only one cover is known with marking #2, which is used with S5.

### FORT UNION, New Mexico Territory

This post was established on July 26, 1851, and was located 24 miles northeast of Las Vegas on the mountain branch of the Santa Fe Trail. It was established by Lt. Col. Edwin V. Sumner, 1st U. S. Dragoons, commanding the Department. Sumner intended the post to replace Santa Fe as departmental headquarters because he considered Santa Fe to be a "sink of vice and extravagance" (Ref. 44). Fort Union's mission was to deter the Jicarilla Apache and the Ute Indians, to protect the Santa Fe Trail, and to serve as a supply depot for the other forts in the territory. In the Spring of 1861, a new post was selected by Col. E. R. S. Canby, 19th U. S. Infantry, a mile west on more defensible terrain in anticipation of a Confederate attack (which did not occur). Construction on the new post was started in August, 1861. Fort Union was garrisoned until 1891. Postal receipts of \$15.00 were reported for 1859 (Ref. 53).

Three markings are known:

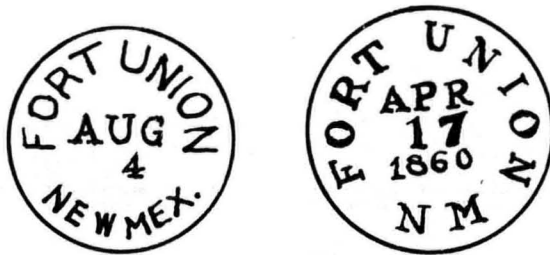


Diagram #21

- 1) Ft. Union March 17, in manuscript.
- 2) FORT UNION NEW MEX. /D/ C29
- 3) FORT UNION N M /D/ yr / C31.5

Six covers are known with marking #1, one used with S1, three with S2 (one marked via Independence, Mo.), and two with S5. Two of these were dated 1852 and the balance 1856 through 1858. Seven covers are known with marking #2, four used with S2 (one marked via Independence in manuscript), one stampless marked "Official Business" in manuscript, one with Nesbitt envelope U10, and one with S5. Of marking #3, there are only two covers used with S5, and one on S5 off cover.

Fort Stanton, New Mexico Terr., was established on May 4, 1855. It had a post office in 1859 (Ref. 53), but no covers from this period have yet been reported.

*(To be continued in next issue)*



## 12c BISECT TO CANADA

MORTIMER L. NEINKEN, R. A. 119

This is a story of two covers. Perhaps it would be best to quote from the *Ashbrook Special Service*. This first quotation is from the *Ashbrook Special Service*, p. 98 (Issue # 14, June, 1952):

"Photograph No. 47 (Fig. 1), illustrates a very remarkable and genuine cover with a diagonal half of a 12c 1851 used as a 6c stamp. This cover is remarkable because of several features. In the last paragraph of the last page of my Service Issue, I mentioned that I had never seen a use of the 12c 1851 in the month of issue, viz., July 1851. In my records are only three uses of the 12c listed in August, and this is one of the three, (Aug. 4th, 7th and 21st). This is undoubtedly the earliest known 12c 1851 bisect.

"This folded letter was postmarked from New York on Aug. 21st, 1851 and is addressed to Quebec, Canada. The rate of 10c to Canada had only gone into effect a few months previous, viz., April 6, 1851. The strip of four 1c stamps are all Type II from Plate One Early—stamps that had been in use less than two months. I think the cover is especially noteworthy because it shows the use of a half of a 12c stamp at a time when there was no Post Office Department Order, or Regulation, in effect which prohibited the use of a half of a stamp to prepay half of its face value. Such an order was not issued until late in 1853.

"This very fine and rare cover was in the Arthur Hind collection at one time (the Hind of the unique One Penny British Guiana fame), and was Lot 145 in the Hind sale, held in New York on Nov. 20, 1933. It sold at the bargain figure of \$185.00 to the late Carl Brandenburg, and in the sale of his collection by Percy Doane on Dec. 6, 1943, it again changed hands at the lower figure of \$120.00. There is no telling what it would bring today.

Again quoting from the *Special Service*, p. 106 (Issue #16, July, 1952):

"In my last Issue No. 15, I furnished *Photograph No. 47* and included a brief description of this rare cover, which has a horizontal strip of four of the One Cent 1851, from *Plate One Early*, and a diagonal half of the 12c 1851, the stamps tied by four strikes of a New York postmark of Aug. 21, the year of use 1851. Kindly refer to the photo-

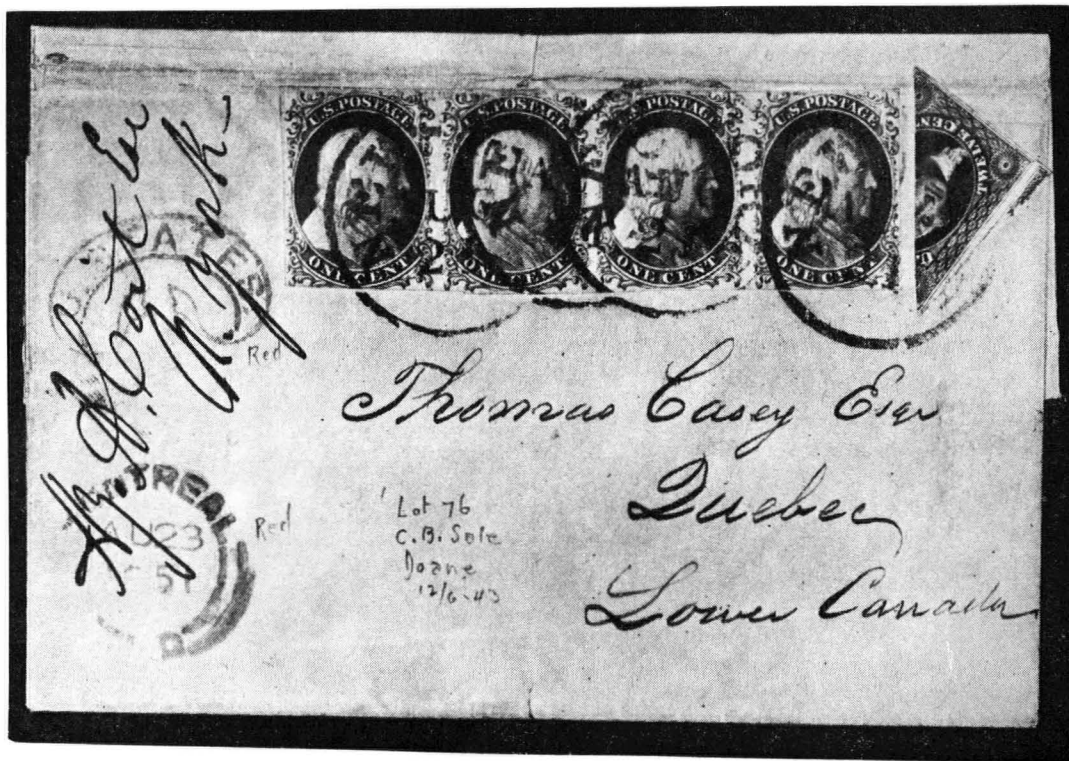


Figure 1

print, and note two features—the date of “AUG. 21” and the fact that the bisect is the *LOWER LEFT DIAGONAL HALF*. The cover is addressed to “Quebec, Lower Canada.”

“Mr. Edgar Jessup inquired as to why a 12c bisect was used on this cover when surely there were plenty of 3c 1851 stamps on hand at New York in August 1851. His inquiry reminded me that I had failed to mention that this cover had originated in Cuba, and had been brought by private carrier to New York and mailed there. Presumably the writer had a supply of 1c and 12c, but no 3c, hence the occasion to cut a 12c in two.

“We had no postal treaty with Spain (or Cuba) at that time, hence the letter was not placed in the Spanish mail. The U. S.-Canadian rate was 10c.

“In the Emerson Sale of October 19, 1937, by Kelleher, Lot #78 (Fig. 2) was described as follows: “*UPPER RIGHT DIAGONAL HALF*” of 12c black used as 6c with horizontal strip of four 1c blue, Type II, to pay the 10c rate from Cuba, via New York to Canada. The bisected stamp and the strip are tied by the New York postmark. Mailed from Havana Aug. 7, arrived in New York Aug. 21 and delivered in Quebec Aug. 24, 1851. Probably the earliest known use of a bisected 12c stamp. The strip is a bit cut into, nevertheless a remarkably fine cover.” (unquote). The sale price was \$400.00.

It will be noted that this cover had an *upper right half* of a 12c whereas cover #47 has a *lower left half*. Thus there are two covers both postmarked “New York Aug. 21” —both from Havana, and both to the same address in Quebec, Canada. It has been stated the halves come from the same 12c stamp, and it is possible that the letters were written on different days in Cuba but were brought by the same private carrier to New York City and both mailed on August 21, 1851. Of course, the auction description that the 10c paid the rate “from Cuba, Via New York to Canada” was in error. Incidentally I wish to emphasize the fact that any multiple piece of the One Cent 1851 from the original or first state of Plate One (Plate One Early) is a scarce item, and such pieces are worth a great deal more than is generally supposed.

“Way back in January 1900, the Scott Stamp & Coin Co. sold at auction the fine collection of a very prominent New York collector by the name of F. W. Hunter, and in that sale were these two covers, described as follows, quote: “*Lot 189—Diagonal half used as 6c on cover, with strip of four 1c, fine. (Sale price \$18.50). Lot 190—the other half of the same stamp, used in like manner, on same day and to same address, fine. (Sale price?)*” (unquote). I will refer to the two covers as,—Lower left diagonal as the “Hind cover” and to the upper right diagonal as the “Emerson cover.”

“In a sale by J. C. Morgenthau on Jan. 10, 1911, of the “Spiegelberg Collection,” the Emerson cover was Lot 15 and the description was in part as follows: “The bisect is in the finest possible condition, the New York cancellation covering it on all sides.



Figure 2

A great rarity in this condition; from the W. A. Smith Collection." I have no record of the sale price.

"In a sale of "The Barry Collection" by the Nassau Stamp Co. on Apr. 2, 3, 1914, this same Emerson cover was again offered as Lot 84 and sold at \$61.00.

Again quoting from the *Ashbrook Special Service*, p. 163 (Issue #23, February, 1953):

"Kindly refer to page 98 of this Service wherein I described a very remarkable cover illustrated by Photograph No. 47, the same being a 10c rate from New York to Quebec, Canada, in August 1851 with postage paid by a H. S. of four, 1c 1851 and a 12c 1851, bisect, the *lower left diagonal half*. The date of use *Aug. 21, 1851*. Also please refer to page 196 of this Service, where I described a second and similar 12c bisect on cover, from New York to Quebec, Canada, on the same date, Aug. 21, 1851. The bisect on the latter being the *upper right diagonal half*. As stated in my notes, I called the left diagonal bisect the "Arthur Hind cover", Photograph No. 47, and the right diagonal bisect the "Emerson cover." When I compiled the notes on page 106, I did not possess a photograph of the Emerson cover, but recently through the kindness of Mr. Philip H. Ward, Jr., I am now able to supply a print. See *Photograph herewith No. 75*. This remarkable cover is in the private collection of Mr. Ward. Comparing the two photographs side by side, it will be noted that No. 75 has a notation at the right end indicating it originated at Havana, Cuba, on Aug. 7, 1851. The address of the other cover, #47, is in a different handwriting and a notation at left indicates that its origin was from New York City. In all probability, the letter from Havana was sent unsealed (no stamps) and under separate cover to a New York correspondent by the name of Coit. The latter probably wrote a separate letter, put the stamps on both and mailed both on the same date. The two halves of the 12c were probably from the same stamp, and the two One Cent strips were probably a block of eight.

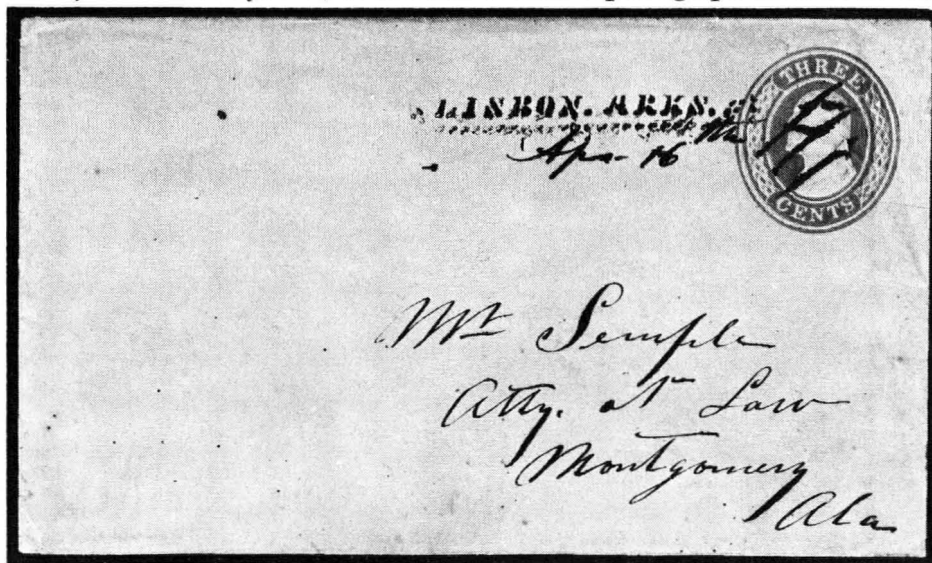
Fig. 1 illustrates the so-called Hind cover. Fig. 2 illustrates the so-called Emerson cover. The 1c stamps on the Hind cover, Fig. 1, are all Type II, and the positions are 83-84-85-86R1E. The 1c stamps on the Emerson cover, Fig. 2, are Types II, II, III, IIIA, and the positions are 53-54-55-56R1E.

To supplement Mr. Ashbrook's comments, the so-called Hind cover was sold as Lot 582 in a John A. Fox sale of Dec. 12, 1961. The price realized was \$1,450. The so-called Emerson cover was sold in an H. R. Harmer sale as Lot 156 on Feb. 17, 1970. The price realized was \$3,200.

Apparently these two covers were separated after the Hunter sale in January, 1900, and this commentator has ascertained that the two covers are now reunited in one collection again.

#### Lisbon, Arkansas, Stencil

A tracing of this stencil marking was shown in *Chronicle* #63. Through the courtesy of Mr. D. L. Jarrett, we are able to show a photograph of the cover from

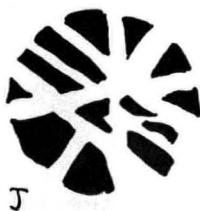
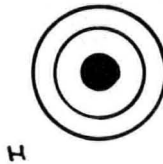


which this tracing was made. The full cover gives a much better idea of the appearance of this most interesting marking.

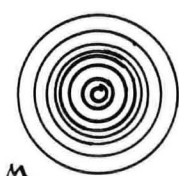
### NEWLY REPORTED MARKINGS ASSOCIATED WITH U.S. MAILS

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	RICHLAND/D/IOWA o 32x30	S5	J. R. Kesterson
B	A-2	CLOVERPORT/ms D/KY K8-35 (approx.)	S2	A. T. Atkins
C	A-2	So. St. GEORGE/ms D/ME K18-29½ (approx.)	S5	G. J. Bernadt
D	A-2	HENDERSON/D/NY K9-31½ (stencil cut)	S5	G. J. Bernadt
E	A-2	PORT ONTARIO/ms D/NY K7-31	S5	D. L. Jarrett
F	A-4	LEWIS./1858/D/IOWA C-32 (Ultramarine)	S5	J. R. Kesterson



<i>Illustration No.</i>	<i>USPM Schedule</i>	<i>Description (dimension in millimeters)</i>	<i>Used With</i>	<i>Reported By</i>
G	A-13	<i>Maine</i> South ----- (?) L7-18	S2	J. R. Kesterson
H	A-13	<i>Massachusetts</i> Freetown L10-18	S2	J. R. Kesterson
I	A-13	<i>Mississippi</i> Canton L16-24 (previously listed, but not illustrated).	S2	J. R. Kesterson
J	A-13	<i>New Hampshire</i> Plymouth L7-25 (Blue)	S2	J. R. Kesterson
K	A-13	Reed's Ferry L7-16	S2	J. R. Kesterson
L	A-13	<i>New York</i> Canandaigua L6-23x18 (approx.)	S5	J. R. Kesterson
M	A-13	Candor L10-18	S5	J. R. Kesterson



M



N



O



P



Q



R

<i>Illustration No.</i>	<i>USPM Schedule</i>	<i>Description (dimensions in millimeters)</i>	<i>Used With</i>	<i>Reported By</i>
N	A-13	Knox Corners L7-16½	S5	J. R. Kesterson
O	A-13	Roxbury L2-18x17½	S5	J. R. Kesterson
P	A-13	<i>Pennsylvania</i> Freeburg L7-10	S3	J. R. Kesterson
Q	A-13	<i>Vermont</i> Westminster L24-22	S5	J. R. Kesterson
R	A-13	<i>Virginia</i> Alexandria L3-19x13	S5	J. R. Kesterson
S	A-14c	<i>Vermont</i> (?) —elchville M13 "III" in fancy "C" (Light blue) C-14½. This is apparently an imitation of the reverse of the silver 3c piece that was then in circulation. If so, the encircling dots on the illustration are probably 5-pointed stars; there should be 13 of them. The strike is unfortunately too faint for complete tracing.	S5	J. R. Kesterson
T	A-16	<i>Wisconsin</i> Kilbourn City N6-17 It has been suggested that this script letter is a "P," the last initial of postmaster Edward Palmer. If so, this should be classed as N1 rather than N6. Does anyone have a clearer strike for confirmation?	S5	G. J. Bernadt
U	A-27a	FORWARDED 25½x6 New Ipswich, N. H.	S5	J. R. Kesterson

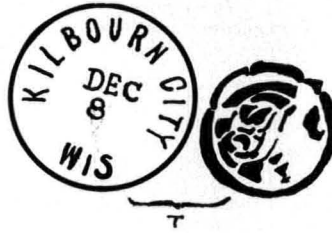


Illustration No.	USPM Schedule	Description (dimensions in millimeters)	Used With	Reported By
(Not illustrated)	A-27a	FORWARDED 43½x31½ with mss. "3, Washington, D. C." (Sept. —, 1857)	\$5	T. J. Alexander
V	A-27c	DUE. 3 C-18 Hot Springs, Va.	\$5	J. R. Kesterson
W	A-27c	DUE 3 23x7 Lewis, Iowa (Ultramarine)	\$5	J. R. Kesterson
X	A-27c	DUE 3 20x8½ New Ipswich, N. H.	\$5	J. R. Kesterson

### Denver City, Unorganized Territory

This cover, submitted by Mr. D. L. Jarrett, is one of those "combination interest" items that makes our field so fascinating. First, it shows the rare homemade "tombstone" townmark of Denver City, Kansas Territory, which was apparently fashioned out of printer's type. Second, the "K. T." used on Feb. 25, 1861, is a mis-statement of fact. Although the postmaster continued to use this K. T. townmark, Kansas Territory had ceased to exist on January 20, 1861, when the state of Kansas was admitted to the union. Third, it is a usage from unorganized territory during that short period of time after Kansas Territory was no longer in existence and before Colorado Territory was officially organized (Jan. 20, 1861 to Feb. 28, 1861). Finally, it was mailed from an unorganized western territory to the Confederate States, South Carolina having joined the Confederacy on Feb. 4, 1861.



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CS4: #7. Beautiful app. cor. margin single. Large corner margins. \$41.50.  
CS5: #7. Fine stamp with clear DBL. TRAN. thru "One" of One Cent. Pos. 48R2. \$21.50.  
CS6: #7. Very good attractive pair, one with VF example of MAJOR PLATE CRACK. Pos. (1-2L2). PLUS—attractive RED "PAINT" town cancel. \$85.00.  
CS7: #9. Fine used copy—recut once at bottom only. \$21.50.  
CS8: #9. Fine+ UNUSED—RECUT TWICE AT BOTTOM. SLIGHT crease. \$35.00.  
CS9: #9. Very fine—large margins—recut once at top, twice at bottom. \$18.00.  
CS10: #9. Very nice strike of RARE TYPE NUMERAL "1"—recut twice at top and bottom. 4 nice margins. VF but for MINOR crease. \$55.00.  
CS11: #9. VG to Fine pair with 2 RED NUMERAL "19" cancels. One strike Fine+, other not complete. \$52.50.  
CS12: #9. Fine, bright UNUSED. Recut once at bottom, twice at top. 3 huge margins. \$70.00.  
CS13: #9. Fine++ UNUSED TOP SHEET MARGIN COPY. Recut twice at bottom. Pos. (8R1L). \$55.00.  
CS14: #9. HOR. STRIP OF 3 WITH 2 CIRCLED "PAID 3" STRIKES. VG to Fine. \$75.00.  
CS15: #9. VG to Fine used—recut once at top, twice at bottom. \$16.00.  
CS16: #9. Fine with nice light cancel—DBL. TRAN. IN "ONE CENT". \$15.00.  
CS17: #9. Very good stamp with VERY FINE STRIKE OF BOSTON "PAID". \$13.50.  
CS18: #20. Fine+ with very faint cancel. DBL. TRANSFER from Plate XI. Perfs bit reduced on sides. \$32.50.  
CS19: #20. Magnificent example of the "BIG CRACK"—pos. 2L11—RARE—Exceptional example. Stamp VG+ with s.e.—tied on small piece with black town cancel. \$80.00.  
CS20: #22. Very fine stamp with DBL. TRANSFER thru "U.S. POSTAGE"—Rare. \$45.00.  
CS21: #20. Fine copy on small piece with RARE & UNUSUAL LARGE STR. LINE "PAID". On small piece with green town postmark. \$50.00.  
CS22: #22. Nice RED CARRIER tying fine app. stamp to small piece. MINOR perf faults lower left. \$23.50.  
CS23: #24. Hor. strip of 3. Pos. 98, 99 & 100R7. Both stamps on left showing "curl on shoulder" variety. Neat blue cancel. Stamps fine. \$87.50.  
CS24: #24. Vert. strip of 3. Pos. 58, 68 and 78R8—VG to Fine+. 2 with very fine strikes of str. line "PAID". \$35.00.  
CS25: #24. Fine to Very fine pair. One with full "BOAT" other with full "STEAM". \$75.00.  
CS26: #24. Fine copy with GREEN town cancel. \$27.50.  
CS27: #24. Fine BLACK CARRIER cancel on Fine++ stamp with large GUTTERSNIPE. \$13.50.  
CS28: #24. Beautiful stamp with 2 HUGE side margins showing full center line on left. Very fine RED CARRIER cancel. \$18.50.  
CS29: #24. Nice example of LARGE PRE-PRINTING PAPER-FOLD. Stamp with SMALL faults. \$12.50.  
CS30: #24. Very fine+ stamp with HORIZONTAL DASH IN HAIR—Pos. 36L8. \$28.50.

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## COLLECTOR'S CORNER (ASDA)

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**THE 1861-'69 PERIOD**  
**RICHARD B. GRAHAM, Editor**

**Editorial**

The last issue of *The Chronicle* probably brought as large a response as for any issue we can remember. Probably the items arousing the most interest were the San Francisco markings and the waterways markings plates, although Rev. Willcox' analysis of the "Premieres" also aroused a good deal of comment.

The purpose in publishing the plate of San Francisco material was to get the ball rolling and see who had any data on the subject. Dr. W. Scott Polland calls our attention to his own article on the San Francisco "cogs" in *Western Express* for April, 1966, and Mr. J. David Baker has most kindly loaned us his file on the subject.

Mr. Elliott Perry points out, in connection with Rev. Willcox' article about the Premiere Gravures, that a great deal of good data was published in an article of Mr. Clarence Brazier which appeared in the *Collectors Club Philatelist* for July, 1941. In that article, Mr. Brazier demonstrated that changes were made in the 24c 1861 stamps' design before issue of the sheets of second printings. There were actually a few sheets printed (but not issued) which should be listed as the premieres (if these *have* to be listed) and the stamps now listed as premieres were printed from the final design—and should be listed as one over-all listing under Scott No. 70. For those who wish to explore this subject further, it is believed that a few copies of the July 1941 issue of the *Collectors Club Philatelist* are still available from that organization to its members. Mr. Perry's own *Pat Paragraphs* Nos. 37 through 39, inclusive as well as many other issues also contain useful data concerning the "Premieres."

We sometimes feel that all useful and correct philatelic works should be updated, to agree with data uncovered since publication, and then republished about every 25 years!

We have written about the waterways markings at considerable length elsewhere in this issue, so no comment is made here concerning them.

**The Markings Shown on Plate "A"**

City Point, Virginia was the base of Grant's army in the last year of the Civil War. The marking shown as "A" of Plate "A" is the first occupation cover discovered with a City Point marking—if it is, indeed, of war date. The date of the marking cannot be earlier than 1865, which would be of war date by a day. This is proved by the fact that the badge of the 18th Army Corps, shown as a corner card on the cover on which this marking appears, was not established until issuance of an order dated August 25, 1864. However, as the 18th Corps was discontinued by another order of Dec. 3, 1864, the date of the cover almost has to be 1865.

Items "B" and "C", two Winchester, Virginia markings of apparently home made origin and used just four days apart, lend spice to an already spicy story of Civil War postmasterships. Winchester changed hands very frequently during the Civil War. It has been said that both the United States and Confederate States appointed postmasters for this town, and when U.S. troops were in town, the Federal postmaster went to the office and sent the mails north. When Confederate troops held the town, the Confederate postmaster came in and sent the mails south. While this seems a bit too simple to be true, Winchester covers of both sides are each known for more than one period of time. In any case, both the markings shown are fragmentary, but luckily, both covers contained letters which permitted positive dating. The purpose in illustrating these two markings again (both have appeared in the *Chronicle* before) was to attempt





A



B



C



D



E



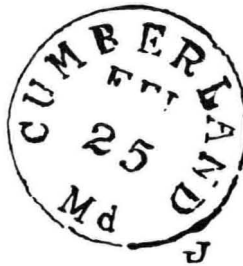
F



G



H



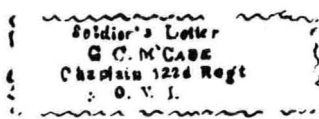
J



K



L



C-1



M



*Sandy Hook Md*  
N *Aug 13* Paid N-1

*G B D Sept 2* P *PAID* P-1 *PAID* P-2

*G B D Sept 6* *W. M. M. M. M.* Q

to secure complete tracings of both. Both "C" and "D", the more common Winchester marking, appear on covers bearing the Soldiers' Letter endorsement of "C-1."

Several issues back, we requested reports of covers from the various "Border" states of Maryland, Kentucky, West Virginia and Missouri. To date, we have had reports of covers from Missouri, but no markings to trace, and a few covers from Maryland to trace. Some of these are included in Plate "A" together with a few West Virginia items—before that state was West Virginia.

Items "N", "P", and "Q" of Plate "A" represent a very interesting idea. In an article about Banks Division markings (*Chronicle*, No. 59, August 1968) the comment was made that the G.B.D. and Banks' Division markings were not used between early December, 1861 and March, 1862. It was theorized that Banks' troops were in winter quarters or at least used the postmarks of the towns where they were quartered during the time when the A.P.O. type markings were not in use. Mr. Lynn Brugh made the comment, in a phone call to the writer after the article appeared, that the Sandy Hook, Md. markings which first appeared during the Civil War were possibly of this type. Sandy Hook is located on the Maryland shore nearly across from Harpers Ferry. Mr. Brugh pointed out that the Sandy Hook town markings from 1862 were in the same shade of bright blue that was used for the 1862 strikes of the Banks' Division markings. In this connection, it should be noted that Banks' Headquarters was at Frederick, Md. during the winter of 1862 and Frederick markings (note "G" of Plate "A", also) were also struck in a pretty blue in 1862, at least after the Federal defeat at Second Bull Run, when Banks' HQ was again at Frederick.

Recently, the Period Editor found a cover with a manuscript Sandy Hook marking as shown in Fig. N of Plate "A" and the two known Banks' Div. "G.B.D." M/S markings are shown with this to permit any handwriting experts in our group to decide if all three were written by the same person. If so, the date of the Sandy Hook cover, which is Aug. 13, 1861 (dated by the letter enclosed, which was written by a member of the 12th Indiana Regt.) just precedes by a few days the date when the postmaster of Banks' Division was officially notified of his appointment. This cover and the covers with the M/S Banks' Division markings have one other thing in common—a manuscript "Paid", and no rate stated. If the Sandy Hook markings is also a product of Roscoe Haughton, who was the Banks' Division postmaster, then we know what became of the Banks' Division office during the winter months.

## PLATE A

Item	Description	Used with Scott No.	Reported by
A	City Point, Va., with target killer, not duplexed, tying 3c 1861 stamp. On blue 18th Corps, 3rd Div. patriotic. See text.	65	S. Gallagher
B	Winchester, Va., small circle (est. 22mm) black tying 3c 1861, Feb. 8, 1863 (year date from enclosed letter). See text.	65	S. Gallagher
C	Winchester, Va., large circle. (32 mm). Black. Enclosed letter dated Feb. 4, 1863. See text.	None.	Len Persson
D	Winchester, Va. "standard" small double circle.	65	Len Persson
E	Weverton, Md., blue marking ties stamp. (1861 date), on flag and eagle patriotic (Walcott 2620).	26	Gallagher
F	Williamsport, Md., ties 3c 1861 stamp, probably 1862. On patriotic cover, similar to Walcott 1427, with "Thirteenth" in black on bronze.	65	Gallagher
G	Frederick, Md., in blue (similar to that of the 1861 Banks' Division markings). On soldier's letter, from 36th Ohio Vols. Cover is patriotic, similar to Walcott 776.	None.	Not recorded.
H	Hancock, Md., in black, ties 3c 1861. On patriotic cover (Walcott 2814).	65	Graham

Item	Description	Used with Scott No.	Reported by
J	Cumberland, Md., in blue, tying 3c 1861. On gray patriotic with globe, eagle, shield and flags, with legend "One hemisphere, one country."	65	Graham
K	Darnestown, Md., and "PAID" in black and with no stamps. Contains letter from officer of 1st Pa. Light Artillery, dated Sept. 20, 1861.	None.	Gallagher
L	Ceredo, Va. (now West Virginia) with killer of circular grid of square dots tying stamp. Ceredo is on the Ohio River, between Huntington and Ky. state line. Cover is patriotic showing figure of Washington in orange, similar to Walcott No. 46. Probably 1862 usage.	65	Gallagher
C-1	Handstamped soldier's letter certification, in black, on covers of items "C" and "D". Reads "Soldier's Letter/ C.C.M'Cabe/Chaplain 122nd Regt/ O.V.I."	—	Persson
M	Poolesville, Md. (partial) with "PAID/3", all in black. Contains letter dated Oct. 14, 1861. On patriotic cover, all over design in blue, Walcott #1834	—	Graham
N	Sandy Hook, Md., M/S, in black, with M/S "Paid." See text.	None.	Graham
P	G.B.D., in M/S used Sept. 12, 1861. See text.	None.	Persson
Q	G.B.D., in M/S, used Sept. 16, 1861. See text.	None.	Graham

### CHINA & JAPAN STEAM SERVICE

Stemming from the new monograph of the International Society for Japanese Philately, *Pacific Crossing from Japan, 1858-79*, the editor of the 1861-69 section has made an arrangement with one of the authors of the pamphlet, Dr. Robert M. Spaulding, Jr. Dr. Spaulding is editor of the publication *Japanese Philately*, and he and some of the members of his society collect transpacific mails between Japan and the United States as strongly as do some of our 1861-68 and 1869 specialists.

The intent is to work out dates of usage and as much detail as possible regarding the *China & Japan Steam Service* marking. This marking has been faked to some degree, and its point of application, although believed by many to have been San Francisco, is actually not proved. Dr. Spaulding and the writer are asking for reports of all covers owned by readers of their respective publications for tabulation. Consequently, it is requested that readers of the *Chronicle* report the following detail of such covers to the writer: Date of San Francisco marking, colors of all markings, and backstamps, to where addressed, what stamps are on the cover, and any origin data such as ships' names (such as "U.S.S. Kearsarge," or "Per Colorado") or docketing. A Xerox of the cover would be most helpful. The tabulation should also include covers from Shanghai and Hong Kong or other such points.

R. B. Graham

### WATERWAYS ROUTE AGENT MARKINGS

More plates of the waterways route agent markings are included in *The Chronicle* this month. The four plates that appeared in *Chronicle No. 65* brought forth a good deal of comment and reports of additional markings. The additional reports will appear next issue, together with the remainder of this class of waterways markings from the Meyer records. We wish to thank Messrs. Alan Atkins, Donald B. Johnstone, Leonard Turley and William Semsrott for submitting additional data.

Mr. Meyer had accumulated these waterways markings records to be the basis of a book which he intended to complete after finishing the Towle-Meyer

book on railroad markings. As a matter of fact, he had actually worked up this book some years ago, but decided it had too many loose ends to be published. The book was intended to cover all recognized categories of waterways markings, but was limited to domestic and coastwise mails. These categories include such subjects as the Route Agent markings which we decided to publish first, the waterways R.P.O.'s, which will be covered next, and the markings STEAM, STEAMBOAT, WAY, SHIP, STEAMSHIP, U. S. SHIP, MAIL ROUTE and about a dozen others. The book was not to include one category of waterways markings—that of steamboat pursers' markings which are covered separately in the Klein book. However, as has been reported before in these pages, Mr. Meyer was deeply involved in that, also. The updating of that work, which he was also heading up, has been taken over by a committee headed by Mr. Floyd Risvold.

Mr. Meyer's method of keeping records was by use of clips of photographs. He always said he could not make accurate tracings, so he substituted exact size photos instead. The production of such photos was a rather laborious affair, and there are cases in the records where Mr. Meyer's recorded measurements do not agree with the apparent size of the photographed markings. For this reason, it requested that those collectors who own markings shown in our plates check them for size and report any discrepancies. In this connection, a series of photo clips were encountered among the Mississippi River markings centered at Vicksburg which we first believed to include similar worded markings of two different sizes. Markings V-11 and V-12, on Plate V are an example of this. Actually, we now believe these are from the same instrument, and that

#### PLATE V

Item	Description	Period
V-1	<i>Mays &amp; Cin./Riv. Agt.</i> , 24½/3 mm. Black.	1885-88
V-2	<i>Memphis &amp; Napoleon River Mail</i> , no measurement given, Black.	1851 period
V-3	<i>Memphis &amp; St.Ls. S.B. Line</i> , Double circle, 32 mm. Black.	1864
V-4	<i>Memphis &amp; Vicksburg U.S.M.Pkt.</i> , 26½/3¼ mm. Blue; black.	1864 era
V-5	<i>Mem. &amp; Vick./R.R.</i> , 25-3mm. Black.	Late 60's; Banknotes
V-6	<i>Miss. &amp; Fondu. (M/S)</i> . (Miss & Fondulac). Black. On cover with postmarks of Fort Ripley, Minn. and St. Paul, Minn. Ter., and Paid 3.	1850's
V-6A	<i>Mobile &amp; N.O./Agt.</i> , measurement not given. Color not given. NEED TRACING.	Banknote
V-6B	<i>N.O. &amp; Bayou Con.</i> , 26 mm. Black. NEED TRACING.	1875
V-7	<i>N. Orleans &amp; Cairo Riv. Mail.</i> , Measurements and colors not given. Need details and better tracing.	Nesbitt
V-8	<i>N.O. &amp; Port Eads/Agt.</i> , 25½/3 mm. Black.	Banknote
V-9	<i>N.O. &amp; Vicksburg R.M.</i> , 36 mm. Roman. Dark blue.	1851
V-10	<i>N.O. &amp; Vicksburgh R.R.</i> , 3/ 4 mm. Magenta. (?)	1851
V-10A	<i>N.O. &amp; Vicksburgh Riv. M.</i> , 33½ mm. Black. Tracing will be shown later.	1851
V-11	<i>N.O. &amp; Vick./Riv. Rt.</i> See V-12 and text.	—
V-12	<i>N.O. &amp; Vick./Riv. Rt.</i> , 26/3 mm. Black.	Plimpton
V-13	<i>N.O. &amp; Vick.M.L.</i> , 25 mm. Color not given.	1860's
V-14	<i>N.O. &amp; V.M.L./R.R.</i> 25½/ 3 mm. Color not given.	Banknote
V-15	<i>Nor. &amp; Rich./ Riv.Rt.</i> , 25 / 3 mm. Black.	1887-8
V-16	<i>Oly'a &amp; Vic./ Agt.</i> , 25½/2½ mm. Color not given.	Banknote
V-17	<i>Park. &amp; Gall./ Agt.</i> , 27 mm. Black.	Plimpton
V-18	<i>Park. &amp; Gal. River Agt.</i> , 24 mm, Black.	1876
V-19	<i>Parks'bg &amp; Pom.</i> (partial) ??, 27 mm, Black.	1882
V-20	<i>P burg to Gallipolis/ S.B.</i> (no date logo), 26 mm. Black.	1861 period
V-21	<i>Pitts &amp; Brownsville/ S.B.</i> , No measurement, no color.	3c 1861
V-22	<i>Ports &amp; Cin. Riv./Agt</i> , 26/2½ mm. Black.	1885
V-23	<i>Port. &amp; Hunt./Riv. Rt.</i> , No meas. given, no color given.	Banknote



V-1

V-2

V-3

V-4



V-5

*Mrs. F. Jones*

V-6



V-7



V-8



V-9



V-10



V-11



V-12



V-13



V-14



V-15



V-16



V-17



V-18



V-19



V-20



V-21



V-22



V-23

V-11 is smaller than the actual size. We believe that the smaller-than-correct sizes of records of these markings came from a photo that Mr. Meyer made of a page of tracings, these having been reduced by appearing in print. This idea is only a guess, of course, but it would be appreciated if not only V-12 be checked carefully, but that markings nos. VII-7, VII-8, VII-9, VII-10 and VII-11 also be checked. As with several other recorded markings, not all these have record of complete strikes either intact or by composite tracing. Further help is needed in that area.

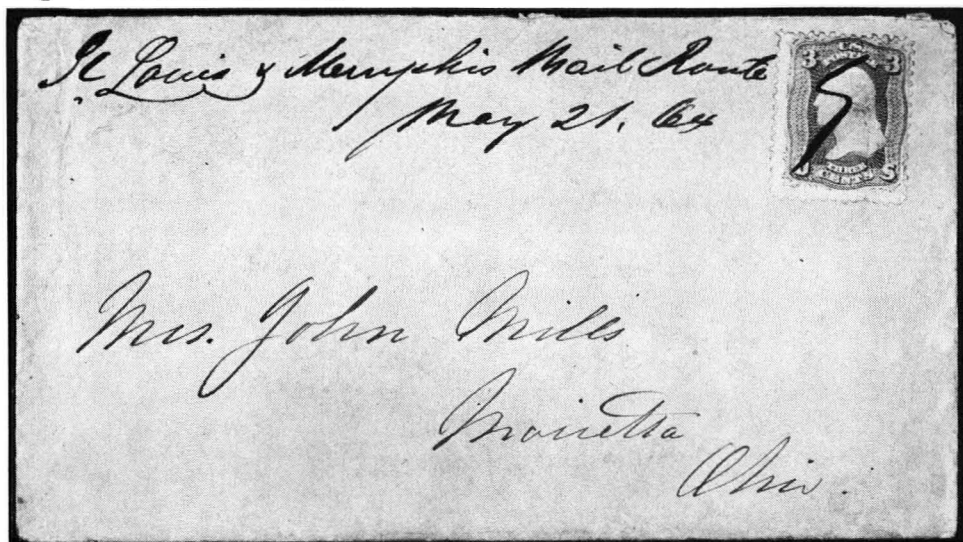


Figure Y

Figure Y shows another area where help is needed. This is the manuscript marking of the St. Louis and Memphis Mail Route/ May 21, 1864. Mr. Meyer had changed horses in mid-stream on these markings. He originally decided to only record them, but that no picture was needed. At a later date (possibly when he encountered similar markings in his work on the Towle-Meyer book?) he decided that, even though no two inscriptions were alike, they should nevertheless be recorded with a picture. He then started picking up as many photos of these as could be found. We have listed those which were recorded but of which pictures were never secured, agreeing with Mr. Meyer that these should be recorded. We do not know why *he* changed his mind; our idea is that manuscript markings are often the first markings produced over a particular route and hence have considerable importance.

Certain other points arise in considering the Route Agent markings. The U. S. Post Office Department never did make any great separation based upon mode of transportation, in appearance or statements of markings used on various means of conveyance over routes. For example, *Vicks. & N.O./Agt* could be taken to mean conveyance over a railroad as easily as by steamboat. In the same vein, marking V-10 reads *N.O. & Vicksburgh R.R.*, and many of these markings have been listed as railroad markings over the years in auction catalogs. Actually, of course, here "R.R." means "River Route" or at least we may assume this, for the marking is indeed a River Route marking. When the Railway Post Office system came into use, all such offices, whether aboard a train or a steamboat—or, for that matter,—an ocean going mail ship—read *R.P.O.* So, how do we know which is which? Here, we suggest that a thorough and careful reading be made of the Towle-Meyer book, "Introduction, Part I", particularly page 3, bottom, and pages 4 and 5. As is stated in those pages, about the only sure way to learn whether a marking was used aboard a steamboat or on a railroad route is to secure the contract information covering the route. This is what Mr. Towle did in setting up his catalog routes, and he has most kindly offered to do the same thing for the steamboat routes.

From the above, it becomes obvious that the steamboat route agent and R.P.O. markings should be handled by a similar system of catalog numbers, by routes, as Mr. Towle has set up for the Towle-Meyer book. Consequently, the identifying numbers assigned to the markings in the plates of the *Chronicle* are temporary numbers, only. There are only about nine plates or so of steamboat Route Agent markings, but there will probably be at least a dozen steamboat R.P.O. plates, even on the basis that more of the uniform sized R.P.O. strikes may be included in a plate. Since the trend in steamboat usage was very much downward after the 1880's, in contrast to the very large growth of railroad post

#### PLATE VI

Item	Description	Period
VI-1	<i>Paducah &amp; Waterloo/Tenn. River</i> , Meas. not given, color not given.	1882
VI-2	<i>Parkersburg &amp; Gallipolis/River Service</i> , 42 x 31 mm. Carmine.	1879
VI-3	<i>Portland &amp; Ast./Agt.</i> , 26½/2½ mm. Black.	1878
VI-4	<i>Port &amp; Astoria/Agt.</i> , 26½/3 mm. Black.	2c brown
VI-5	<i>Potomac Steamboat</i> , 30/3-4' mm (Several types). Black; Red.	1847-1850's
VI-6	<i>Rich. &amp; York Riv.</i> , No data given. (Partial?)	Not given
VI-7	<i>R. &amp; D.B.R.R./Steamboat</i> , 26 x 22, blue.	1867
VI-8	<i>Rome &amp; Gadsden/Agt.</i> , 26½ mm. Color not given.	Not given
VI-9	<i>Route 7305</i> , M/S	Nesbitt
VI-10	<i>Route/7309</i> , 37 x 18, Blue; Greenish blue.	1850's
VI-11	<i>Route/ 7309</i> , 33 x 19, Blue.	1853
VI-12	<i>Route/ 7309</i> , 34 x 27. Blue. With <i>Natchez</i> oval.	1850's?
VI-13	<i>U.S. Mail Saturday Evening Packet/Str.Natchez/Route 8165</i> , 33 mm, Black.	1857-9
VI-14	<i>St. Francis &amp; N.O./Agt.</i> , 25½/2½ mm. Black.	Plimpton
VI-15	<i>St. Francis &amp; N.O./Agt.</i> , 25½/3 mm. Black.	Plimpton
VI-16	<i>St. Francis &amp; N.O.Agt.</i> , 25½/ 3½ mm. Black.	Plimpton
VI-16A	<i>St. Ls. &amp; K. Mail Line</i> , Sept. 19/53, M/S. Need tracing.	1853
VI-17	<i>St. Louis &amp; Keokuk St. B.</i> , 30 / 3 mm. Blue.	1861
VI-18	<i>St. Louis &amp; Keokuk S.B.</i> , 32/ 4 mm. Black.	1851 and 1861
VI-19	<i>St. Louis &amp; Keokuk/Steam</i> , 32½/4 mm. Black.	1855-6
VI-20	<i>St. Ls. &amp; Kk Steamers</i> , 30 mm, Black; blue.	1856
VI-21	<i>St. Louis &amp; Keokuk/ S.B.</i> , 26/ 3 mm. Black.	1863, 7

#### PLATE VII

Item	Description	Period
VII-1	<i>St. Louis &amp; Memphis Mail Route</i> , M/S., Black.	1864
VII-2	<i>St. Ls. Keok St. Bt Rt.</i> , 25½/3 mm. Black.	1861-2
VII-3	<i>St. Louis &amp; Memphis R.M.</i> , Meas. and color not given.	1850's
VII-4	<i>St. Lo. &amp; Memphis/ S.B.</i> (partial), 25/3½ mm. Black.	1861-9
VII-5	<i>St. Louis &amp; Memphis/ S.B.</i> (partial), 25/3½ mm. Black.	3c 1861
VII-5A	<i>St. Louis &amp; Memphis S.B.R.</i> , M/S, Blk. Need tracing.	1861
VII-6	<i>Selma &amp; Mobile Riv./ Agt.</i> , 25½/3 mm. Black.	1879
VII-7	<i>V. &amp; N.O.M.L.</i> , 24½/3 mm. Black.	1864-8
VII-8	<i>Vicks. &amp; N.O./ Agt.</i> , 26½/3 mm. Black.	Plimpton
VII-9	<i>Vicks. &amp; N.O./ Agt.</i> (diff spacing), 26½/3 mm, black.	Banknote
VII-10	<i>Vicksburg &amp; N.O. (M. Line ?)</i> (Partial), 26-2½ mm. Blue.	1873
VII-11	<i>V. &amp; N.O./Mail Line (?)</i> (Partial), 26½/2½ mm. Black.	1873
VII-12	<i>W. &amp; C. River Rt.</i> , 25/ 2½ mm. Black. (Partial?)	Banknote
VII-13	<i>W. &amp; P. River Mail</i> , Meas. and color not given.	1851 period
VII-14	<i>Wheeling &amp; Park. River Mail</i> , 36/4 mm. Blue.	1857-63
VII-15	<i>Wheel &amp; Parkers./Agt.</i> , 26 mm. Black.	1880-84
VII-16	<i>Wheel &amp; Parkers./Agt.</i> , 26 mm, with yr logo. Black.	1884
VII-17	<i>W. &amp; Park./ S Boat</i> , 25 mm. Black.	1873-4
VII-18	<i>Wheeling &amp; Parkersburg River Mail</i> , M/S. Need tracings.	1850's
VII-19	<i>Zanes. &amp; Mar. / Agt.</i> , 27 mm. Black. Need tracing.	1884



VI-1



VI-2



VI-3



VI-4



VI-5



VI-6



VI-7



VI-8

*Route 7309  
May 15*

VI-9



VI-10



VI-11



VI-12



VI-13



VI-14



VI-15



VI-16



VI-17



VI-18



VI-19



VI-20



VI-21



*St Louis & Memphis Mail Route*  
*May 21. 64*

VII-1



VII-2



VII-3



VII-4



VII-5



VII-6



VII-7



VII-8



VII-9



VII-10



VII-11



VII-12



VII-13



VII-14



VII-15



VII-16



VII-17

Plate VII

offices during that time, it seems desirable to include all known steamboat markings in the catalog. This was Mr. Meyer's intent, as a matter of fact.

One other question remains to be discussed. This is the question of what might be termed "lookalikes"—which is to say, markings of the same wording, but different spacing of the letters so that the two (or more, see V-14—V-16) markings were undoubtedly made with two different instruments. Here, sometimes decision is difficult, particularly when the markings in question are not clearly struck. Our method—not infallible, but we'll use it until someone suggests something better—is to make an accurate tracing of one marking and lay it over the other. If there is a clear and readily distinguishable "out of register", we list as two different markings. Markings VII-15 and VII-16 illustrate another phase of the problem. One of these markings has a year logo; the other does not. In the process of attempting to check register tracings, it was noted the outer lettering differed slightly, although the decision was still questionable. However, the date logos lines of VII-15 fell neatly over the "between the lines" portions of V-16. We suspect these strikes are from the same instrument, but a detailed knowledge of exactly how these two (if we have two) instruments were constructed would be necessary to decide. Most of the hand-stampers of the 1880's were made with a rectangular square recess for the date logos in the center. Presumably, either two or three lines of type could be inserted in the recess, together with spacers. The type was delivered with the instrument, and it is believed that the year dated double circle markings of the 1860's were not used with year date long in many cases because retaining the very small year date numbers in place every day when the date was changed was a nuisance. While the larger type supplied with the instruments of the 1880's was certainly less subject to loss, use of the additional line was still probably "excess" effort.

This all may be summed up by saying that the presence or absence of year date logos is no sure evidence of more than one instrument. We believe, in such situations, that a simple record of the fact that a marking exists both with and without year date is sufficient for cataloging purposes. This assumes that the remainder of the letters are in register.

We will agree with anyone who desires to say that the question of whether one or two instruments were used is a "tempest in a teapot," for the fact remains that we are collecting markings and not instruments. If an instrument was changed slightly so that its strike appears differently, we only know that the strike may be collected as a separate item. It might be worthwhile to note that the strikes of postmarks may in no way be considered very similar to the printed stamp. In the latter, the lines of printing are far more closely controlled, and flaws from the plate are constant. In postmarks, the pressure of the strike, the inking, and incrustation of ink on a marking instrument is often a factor, and even the surface on which the cover rests and its contents are factors. Postal markings are not precise printing, and small differences really should be disregarded unless they have other significance.

R. B. Graham

### Review

*Pacific Crossings from Japan, 1858-79.* By W. H. Halliburton, Conrad Roger & Robert M. Spaulding, Jr. A 32 page paper covered monograph, pages 3-ring binder size, photolith with two pages of cuts. Published by *International Society for Japanese Philately, Inc.* Available to non-members (of I.S.J.P.) for \$1.00, postpaid, from Murray H. Schefer, 310 East Indian Spring Drive, Silver Spring, Md. 20901.

This monograph has to be of as much interest to collectors of U.S. material which crossed the Pacific as to collectors of Japanese stamps and covers. Its cover illustrates the S.S. *Great Republic* in Yokohama harbor in 1867, stating it to be the first ship built expressly to carry transpacific mails. It is really a capsule history of the Pacific Mail Steamship Company's early years (and its forerunners) in carrying mail to and from Japan. A page of cover illustrations

shows four fine covers used from the U.S. Postoffices in Japan. The main feature is a chronological list, by year, of every ship, either mail steamer or private, including Naval vessels, schooners, ships which stopped off at Hawaii, etc., which arrived at San Francisco from a Japanese port between the years 1858-1879 inclusive. The classification of the vessel (steamer, bark, etc.), the ship name, Japanese port of departure, date of arrival at San Francisco, captain's name, and owner with nationality are given. Calendars for all years concerned are given so that days of week may be determined. Year indexes for covers, separate for stampless or bearing U.S. stamps, and for those bearing Japanese stamps are given.

This monograph is written in the extremely thorough and scholarly manner that has made *Japanese Philately* one of the finest publications of its type in the world. The information contained in it is an absolute necessity for those who wish to collect U.S. stamps used in Japan, transpacific covers, and covers bearing the marking *China & Japan/ Steam Service*. Highly recommended.

R. B. Graham

### U.S.S. MERCEDITA; U.S. SHIP

Issue No. 45 of *The Chronicle* contained an article by the Period Editor about the various markings "U.S.Ship" which were used during the Civil War. In *Chronicle* No. 55, a cover originating from Venezuela was shown, with the straight line "U.S.Ship" normally associated with covers fetched into Philadelphia aboard naval dispatch steamers from the South Atlantic Blockading Squadron. Figure Z illustrates a very interesting cover with the straight line marking. The U.S.S. *Mercedita* was blockading off Charleston, S. C. when this cover was dropped in the mail bag. The corner card undoubtedly depicts the *Mercedita*, judging from her description on page 141, Vol 1, Series II of the O.R.N. (*Official Records of the Union and Confederate Navies in the War of the Rebellion*). In that volume she is described as being a wooden screw steamer, three masted, barkentine rigged (which is to say, square rigged on the foremast and schooner rigged on main and mizzen masts), and so she appears in the picture. The corner card is in black, except for a blue pennant with the ship's name and a red and blue flag. The cut was undoubtedly taken from one of the illustrated newspapers of the time, and it is of considerable interest to note that, of five of these covers so far recorded by the writer, three different designs have shown up. Two are pretty much alike, but the third, from an entirely different cut, shows the vessel without sails and also has the stack

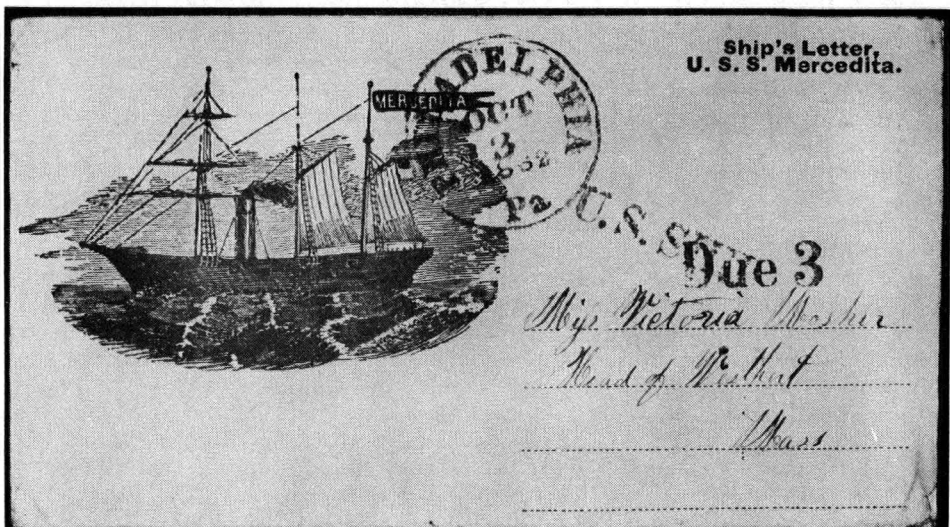


Figure Z

between the main and mizzen masts rather than as shown on the cover of Fig. "Z." The *Mercedita* was involved in a rather strange affair off Charleston a few months after this cover was sent. At that time, two Confederate ironclads, the *Chicora* and the *Palmetto State* attempted to break the blockade by attacking the Federal blockaders. The *Mercedita's* steam drum was punctured by a shot and she was forced to show the white flag to the C.S.S. *Palmetto State*. However, the latter went on to attack another Federal ship and then went back into the harbor without having taken possession of the *Mercedita*. After being sent to Philadelphia for repairs, the *Mercedita* was assigned to the West Indies squadron. As a parole had been extracted from her captain via megaphone, there was considerable legal question regarding the propriety of the disposition of the vessel. However, the Federal Navy Department stated that while the parole applied to the crew, a ship could not give parole; to be considered captured, possession must be taken of her.

The postal history aspect of the cover is also interesting. As stated above, the straight line "U.S.Ship," as struck on this cover, usually appears on covers with Philadelphia postmarks. While it is certain that the marking "Ship" is always applied at a port post office as a justification of the ship rate charge, we have never been certain whether the "U.S.Ship" markings are similar to ship markings or to Route Agent markings in character. It is known that various of the Army and Navy despatch steamers had their pursers appointed as special agents of the post office department at a fee of \$25 per trip. One of these vessels was the Naval despatch steamer, U.S.S. *Massachusetts*, which made regular trips out of Philadelphia to Port Royal and other points under the blockade of the South Atlantic Blockading Squadron. Most of the covers with the straight line U.S.Ship bear Philadelphia datestamps with dates of the day of arrival of the *Massachusetts* at Philadelphia or, in a few cases, of a day or so after she arrived. Several covers are known with Philadelphia markings, and which are known to have arrived by Naval vessel, but bear neither the U.S.Ship nor any ship fee marking, and are endorsed "ship's mail." Covers are known from vessels of the S.A.B.S. into other ports without the straight line marking.

The U.S.S. *Massachusetts* was designated to be a supply steamer in early 1862, and was to run from east coast ports to points along the Atlantic coast below Hampton Roads. In March of 1863 she was redesignated to supply only the S.A.B.S. and was to run exclusively out of Philadelphia. As may be noted, the cover of Fig. Z arrived at Philadelphia on Oct. 3, 1862. This was before the *Massachusetts* was appointed as supply steamer for the S.A.B.S. and of course, before she ran only out of Philadelphia.

Some years ago, the Period Editor made a rather complete review of the O.R.N. and charted the movements of the U.S.S. *Massachusetts* as a supply vessel. Over 35 separate voyages were completely "dated" and several more were identified with at least fragmentary information, so that we have over forty arrival dates at northern ports tabulated. Unfortunately, one of our larger "holes" is the period between August 6, 1862 and March 10, 1863. However, it is believed that the cover of Fig. Z was brought into Philadelphia, not on the *Massachusetts*, but aboard the U.S.S. *Keystone State*. The latter vessel, as temporary flagship of Rear Admiral S. F. Du Pont, commanding the S.A.B.S., arrived in Delaware Bay, en route to Philadelphia on Sept. 29, 1862, Du Pont having been ordered to Washington for a conference with the Secretary of the Navy. Considerable evidence exists that flagships and storeships of blockading (or of foreign stationed) squadrons were usually the mail collection point for the squadron. So, a Route Agent assigned to a squadron would probably work either aboard the flagship or the store ship.

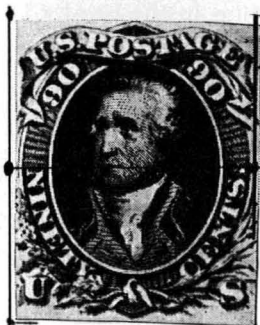
As stated above, there is doubt as to where the U.S.Ship markings were applied—are they similar to "Ship" markings or are they Route Agent markings? If the former, which seems about a 50-50 proposition, then they were struck at ports of arrival—in this case, Philadelphia. If they were Route Agent markings, then they could be applied either aboard the despatch vessels or aboard flagships or store vessels on station. While this seems less likely of the

alternatives, it is still a distinct possibility. In the meantime, the writer will continue to assemble data in the form of dates of usage coupled with information as to origin of the covers to which the markings were applied.

Richard B. Graham

### The 90c Grilled Stamp of 1867

Mr. Meyer Tuchinsky has sent us the print of a 90c grilled stamp, Scott No. 101, with layout lines and position dots showing (See Fig. "X.") Mr. Tuchinsky was recently issued a Foundation Certificate of the stamp being genuine. It is a very fine used copy, and both the grill and the layout lines show clearly. Obviously, the printing is also very sharp and clear.



This stamp arouses a good deal of speculation. All of the stamps of the 90c 1861 design were printed from one plate—Plate No. 18. In the printing process, layout lines usually wear off rather rapidly, as these lines are usually engraved much less deeply than the remainder of the lines in a stamp design. Somewhere around 400,000 copies of the 90c design were printed; probably about 30,000 of these were grilled stamps, according to Brookman. While we can make no positive statement as to the number of impressions of the plate that are required to wear away layout lines, we believe that they should have been mostly worn away long before the run was completed. So, then why does a 1867 grilled 90c stamp bear layout lines?

We believe this stamp proves that all the stamps printed from plate No. 18 were printed in 1861 when the plates were made. The 90c stamp was not used much in 1861, and its use became less and less as years went by and postal rates, particularly the high rates to the Orient, decreased. In fact, the 90c grill is extremely rare on cover. We recall seeing but one use recorded. This was reported in *Pat Paragraphs* many years ago, being offered for sale.

To continue our story, the very sharp and clear layout lines on this stamp indicate it to be a very early printing. To theorize further, it seems logical that when the National Bank Note Company was required to apply grills to the 90c stamps, no doubt as a requirement of the contract extension they received after the original 1861 contract ran out, they simply ran all the remaining sheets of 90c stamps through the grilling apparatus. Naturally, if the first stamps of the design ever printed were on the bottom of the stack, after the original operations of printing, gumming and perforating in 1861, then these would have been the last sheets grilled—and would have been on the top of the stack of sheets of grilled 90c stamps. It is from these stamps that the first orders for grilled stamps would have been filled.

We wonder if most of the 90c grilled stamps show layout lines?

PLEASE SEE PAGE 95 FOR AN IMPORTANT MESSAGE!

— R. B. GRAHAM

## RAILROAD POSTMARKS

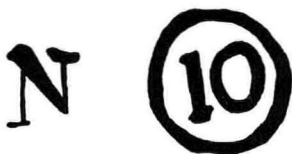
CHARLES L. TOWLE, Editor

### RAILROAD MARKINGS

CHARLES L. TOWLE

#### 1 — Remele Catalog — Addenda

Through the courtesy of Mr. William Wyer we are pleased to report two additional items for consideration in the pre-1861 section.



NI-d

for a distance of over 300 miles and probably went to Philadelphia and then west on the Columbia Railroad for the Pennsylvania Canal route. Assigned catalog number NI-d.

The first is on a stampless cover from New York to Cincinnati, Ohio dated Dec. 28, 1845 and consists of a blue N and blue 10 in circle. As discussed by Mr. Hicks in CHRONICLE 46 these markings are controversial but all indications point to their use on southbound railroad mail out of New York to Philadelphia. This is first reported example with rate 10

The second is a very unusual manuscript marking in ink by tying S5 to cover from Petersburg, N. Y., to Williamstown, Mass., June 29-no year. It reads T. & B.R.R. via Express National. Manuscript 'paid' in pencil on cover. Correct routing would have been over Troy and Boston R.R., but the distance between these points is only ten miles so the marking is most unusual. Railroad opened Troy to No. Adams about 1859 or a little earlier. Tentatively listed under T3 markings until further information is developed.



T3 ---

#### 2 — Towle-Meyer Catalog Addenda and Corrections

Through the courtesy of Messrs. Bernadt, Bower, Call, Devol, Fingerhood, Haas, Kiener, Leet, Nielson, Walton, Edward, Willard, Woodruff and Wyer we present herewith new listings offered in Plates XV and XVI and add the following new information to the catalog listings—

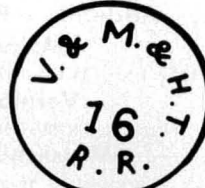
- 21-D-1 Also with black negative 'N' killer.
- 25-F-1 Add 'Sixties' to period of use.
- 25-S-3 Add WYD 1873.
- 41-S-15 Oval, 29½ x 24½ Black, WYD 1863, 1864. 12
- 70-B-1 Also in blue-green used in 1876.
- 72-D-2 Add "Black".
- 82-D-1 Add 'Sixties' to period of use.
- 87-B-1 Add 'Sixties' to period of use.
- 100-E-1 Add greenish-blue as color.
- 101-E-1 Add "Sixties" as period of use.
- 139-B-1 Add 'Black.'
- 139-D-1 Add 'Black' and WYD 1886 (CHR. 64)
- 150-G-1 Add WYD 1882, 1883, 1884, and 1885.
- 175-S-1 Add WYD 1869.
- 273-S-7 Add WYD 1881.
- 273-S-8 Add 'Black' and WYD 1881.
- 303-D-1 Also used with 3c 1869.
- 303-S-6 Add WYD 1887.
- 305-K-1 Add color green.
- 305-U-1 Add WYD 1883.
- 325-C-1 Add WYD 1885.
- 340-C-1 Add 'Banknote' to period of use.
- 340-S-1 Add "Black".
- 350-B-1 Also used with 3c 1869.
- 404-D-3 Add WYD 1879.



2-S-1



40-G-1



51-G-2



53-E-4



70-I-2



101-I-1



104-D-1



105-B-1



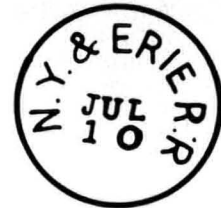
114-S-7



115-P-2



115-T-1



125-H-3



125-Q-1



139-C-1



141-C-1



143-E-1



143-F-1



177-E-1



180-L-1



185-B-1



201-B-1



203-I-5



254-E-1



274-S-5a

## Addenda — Plate XV

### Maine

2-S-1 D. Oval  $30\frac{1}{2}$ - $20\frac{1}{2}$  x  $24\frac{1}{2}$ - $15\frac{1}{2}$  blue, WYD 1878 .15 (Bangor & Piscataquis) (See CHR. 64)

### Vermont

40-G-1 26 black, Banknote. 12 (Harlem Extension)

### Massachusetts

51-G-2  $25\frac{1}{2}$  black, Banknote. 15 (Vermont & Massachusetts & Hoosac Tunnel)

53-E-4  $26\frac{1}{2}$  black, 1883. 2

### Rhode Island

70-I-2 26 black, Banknote. 3 (Providence & New London)

### New York

101-I-1  $26\frac{1}{2}$  black, Banknote. 4 (St. Albans & Ogdensburg-Partial?)

104-D-1  $26\frac{1}{2}$  black, Banknote. Partial. 6 (Norwood & Carthage)

105-B-1 24 black, WYD 1884. 4 (Northville & Fonda)

114-S-7 D. Circle  $28\frac{1}{2}$ -20 blue, WYD 1893. Partial. 5 (New York Central & Hudson River)

115-P-2 26 black, Banknote. 2 (Buffalo & Toledo Day Line)

115-T-1  $27\frac{1}{2}$  black, Banknote. 2 (Buffalo & Toledo)

125-H-3 26 black. Sixties. 10 (New York & Erie)

125-Q-1  $26\frac{1}{2}$  black, 1886. T.N. 1 (New York & Dunkirk-Western Division)

139-C-1 27 black, WYD 1886. 3 (Complete Tracing-Richland & Niagara Falls)

141-C-1 26 black, 1876. 6 (Rochester & Danville)

143-E-1  $26\frac{1}{2}$  black, 1876. 8 (Elmira, Avon & Buffalo-note mis-spelling)

143-F-1  $26\frac{1}{2}$  black, 1876. 6 (Elmira, Avon & Buffalo)

### Pennsylvania

177-E-1 27 black. Banknote. 18 (Jefferson Branch-Erie Railroad)

180-L-1 27 black, WYD 1886. 2 (New York & Elmira)

185-B-1 26 blue, 1880. 4 (Allentown & Pawling)

201-B-1  $25\frac{1}{2}$  black, 1874. 10 (Bald Eagle Valley R.R.)

203-I-5 Open Circle  $26\frac{1}{2}$  black, 1880. T.N. 1 (New York & Pittsburgh Western Division)

### New Jersey

254-E-1  $25\frac{1}{2}$  black, Banknote. 4 (New York, Somerville & Easton)

### Maryland

274-S-5a Oval  $34\frac{1}{2}$  x  $25\frac{1}{2}$  blue, Banknote. 12 (Baltimore & Ohio)

## Addenda — Plate XVI

274-S-5b D. Oval ( $30\frac{1}{2}$ )-(22) x  $22\frac{1}{2}$ - $15\frac{1}{2}$  blue, WYD 1878. Partial. 16 (Baltimore & Ohio)

274-S-29 D. Oval  $29\frac{1}{2}$ - $21\frac{1}{2}$  x  $22\frac{1}{2}$ - $13\frac{1}{2}$  blue, WYD 1878. 18 (Baltimore & Ohio)

277-F-1 26 magenta, Banknote. 3 (Washington, D.C.)

### Virginia

304-D-1  $26\frac{1}{2}$  black, WYD 1885. Partial. 3 (Lynchburg & Clifton Forge)

*Catalog Route 314: Fredericksburgh-Orange Court House, Va. POTOMAC, FREDERICKSBURG & PIEDMONT R.R.*

*Route Agents: Fredericksburgh-Orange Court House, Va. 1881, 1882, 1883-1 Agent (38 miles)*

*Route Markings: 314-A-1  $26\frac{1}{2}$  black,—1885. Partial, 3*

### North Carolina

322-H-1 26 black, Sixties. 10 (Goldsborough & Charlotte)

### South Carolina

335-D-1 manuscript PRRR, Banknote. 10 (Port Royal R.R.-Tentative)

335-S-2  $28\frac{1}{2}$  blue, WYD 1888. 8 (Port Royal & Augusta R.R.)

336-F-3  $25\frac{1}{2}$  blue, 1875. SHELTON in circle killer. 6 (South Carolina R.R.)

339-C-2  $27\frac{1}{2}$  dark blue, WYD 1884. 5 (Hendersonville & Columbia)

339-H-1 manuscript Spartanburg & Union R.R. 1869. 12.

340-C-3  $26\frac{1}{2}$  blue, Banknote. Partial. 8 (Northeastern R.R.)

340-H-1 26 dark blue, Banknote. 6 (Florence & Charleston)

340-I-1  $26\frac{1}{2}$  black, 1874. 10 (Wilmington, Columbia & Augusta)

### Georgia

350-S-1a D. Circle  $28\frac{1}{2}$ -20 blue, WYD 1886. 8.

350-S-3 D. Circle  $28\frac{1}{2}$ -20 black, WYD 1886, 1887. 10.

354-H-1 manuscript A. & M.R.R. 1854. 12 (Atlanta & Montgomery)

*Catalog Route 363: Camak-Macon, Ga. GEORGIA RAILROAD*

*Route Agents: Macon-Camak Ga. 1881, 1882, 1883-1 Agent (79 miles)*

*Route Markings: 363-A-1  $25\frac{1}{2}$  black, 1884. 6*

*Catalog Route 365: Albany-Thomasville, Ga. SAVANNAH, FLORIDA & WEST-ERN RWY.*

*(Continued on page 96)*





274-S-5b



274-S-29



277-F-1



304-D-1



314-A-1



322-H-1

*P.R.R. 2025*

335-D-1



335-S-2



336-F-3

*(SHE)*

*See RR Nov. 29*

339-H-1



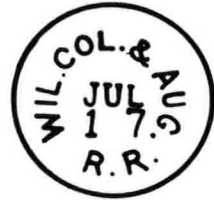
339-C-2



340-C-3



340-H-1



340-I-1



350-S-1a



350-S-3

*W.M.P. Jim 8th*

354-H-1



363-A-1



365-A-1



384-A-1



423-S-2

PLATE XVI

## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

### UNITED STATES TO GREECE IN 1872

GEORGE E. HARGEST

Few covers present as many aspects of interest as does the cover illustrated as Figure 1. These aspects are: (1) the country of destination; (2) the name of the addressee; (3) the rate and routing; (4) the endorsement; (5) and the postal markings.

Covers between the United States and Greece prior to the 1880s are seldom seen. Until then there was little emigration from Greece to the United States, and no large business or other correspondences have been discovered either in the United States or in Greece. Of significance in this regard are the facts that Rowe<sup>1</sup> does not list a forwarding agent at Athens (or any other Greek city), and that Van Vlissingen and Waud<sup>2</sup> rate covers bearing New York Foreign Mail markings addressed to Greece as rare.

The cover is addressed to "H. Schliemann Esq/Athen/Greece." In 1868 Heinrich Schliemann,<sup>3</sup> who had no formal training in archaeology, took his large fortune to Greece, and after some investigation, determined to establish that Hissarlik was the site of Homer's Troy. By 1873 he had laid bare the ruins of a city of great antiquity, which he held to be Troy. This contention was disputed by trained archaeologists at that time, but in 1891 and 1892, after Schliemann's death, his former colleague, Dörpfeld, dug further at Hissarlik, and was able to prove a synchronization of the remains uncovered with Mycenae, and their identity with Homer's Troy.<sup>4</sup> This cover was addressed to Schliemann while he was excavating at Hissarlik, and before he gained his great reknown as an archaeologist. Another cover addressed to Schliemann is illustrated in Van Vlissingen and Waud.<sup>5</sup>

The cover illustrated as Figure 1 is prepaid 30c by three 10c, ungrilled, "National" stamps. It is endorsed, "pr Wyoming/via Eng," bears a NEW YORK/PAID ALL marking in red dated March 20 (1872), and a LONDON/PAID/ 2 AP 72 red marking. What might be overlooked is a manuscript "16" in red crayon

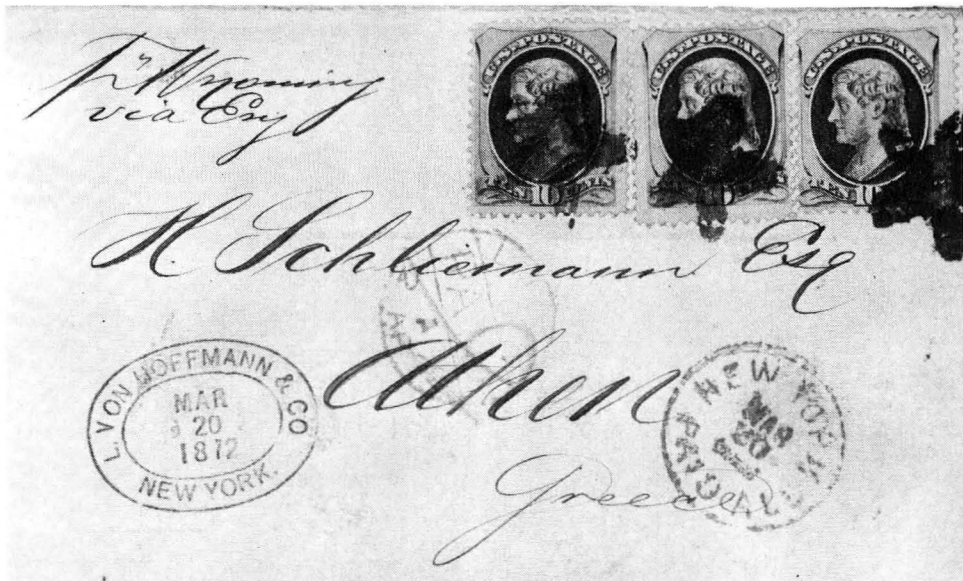


Figure 1

under the London marking. This was a credit applied by the New York exchange office. Each of the stamps are cancelled by a black star marking applied at New York.

In 1872<sup>6</sup> there were four routes by which mail was sent to Greece, and each of these routes had a different rate. These routes and their rates are presented in Table I. This cover was prepaid 30c for a double rate letter, and was evidently intended to be sent in the North German Union closed mail, via England. The endorsement to the *Wyoming*, via England, was probably intended to indicate this route, but it was ambiguous since it also implied an intention to send the letter by British mail. The *Wyoming* was a steamer of the Guion line, which was then under contract to the United States to convey mail from New York to Liverpool on Wednesdays. On these trips, it carried both British mail and North German Union mail. Since the date in the New York marking is March 20 (1872), a Wednesday, it is presumed that the *Wyoming* conveyed this letter to Liverpool.

All of the postal conventions between the United States and European countries which became effective in 1868, or later, provided that the weight of a single rate be 15 grammes. This was in accord with the agreements reached at the Paris conference of 1863, but the United States had trouble implementing

TABLE I  
LETTER RATES TO GREECE, JANUARY 1872

Route	Per ½ ounce (15 grammes)
North German Union—direct	14c
North German Union closed mail, via England	15
British mail	20
Italian open mail	16

it. Its local postoffices were not equipped to weigh in grammes. All of the rates per 15 grammes were, therefore, restated as rates per half ounce before they were published to postmasters and to the public. The exchange offices, however, were required to weigh in grammes. Since half an ounce weighs only 14.18 grammes, a discrepancy arose between the local offices and the exchange offices in the rating of letters of marginal weight.

Examination of the face of this cover discloses that the address and endorsement were written by two different hands. This letter was evidently taken to a New York postoffice for mailing addressed "H. Schliemann Esq/Athen." A postal clerk added "Greece" and "pr Wyoming/via Eng." Since it is prepaid 30c, it is concluded that the clerk intended it to be sent by North German Union closed mail, via England, as a letter weighing over half an ounce (14.18 grammes). At the exchange office foreign desk, however, it was found to weigh not over 15 grammes, and would be included in the letter-bill at a single rate. The exchange office, therefore, had a choice of routes. It could have been sent in the North German Union closed mail, via England, at a 15c rate and overpaid 15c, or by British mail at a 20c rate, 10c overpaid. The exchange office evidently elected to send it by British mail. This is attested by the fact that it bears a credit of 16c, and a London marking. North German Union mail was closed through England and covers sent in it, therefore, do not bear a British marking. Of the 20c rate by British mail, the United States retained 2c inland plus 2c sea postages. A credit was given to Great Britain for 2c British transit plus the foreign postage, which in this case amounted to 14c. Thus, out of the 20c rate, the United States retained 4c, and gave Great Britain a credit of 16c.

If this letter had been sent in the North German Union mail, via England, the international rate to the North German Union, via England, of 7c would have been retained by the United States, and a credit of 8c (3 silbergroschen)<sup>7</sup> given to the North German Union. It is a coincidence that a double rate credit by this service is equal to 16c.

The stamps are cancelled with a black star. This is a New York Foreign

Mail marking (Van Vlissingen & Waud No. A29). It is rated as being rare.<sup>8</sup> On the reverse of the cover is an Athens receiving mark dated April 30, 1872 (the month is expressed in Greek letters). Since Greece did not adopt the Gregorian calendar until 1924, this date is according to the Julian calendar. Since there was, at that time, a differential between the two calendars of 12 days, this date should be considered as April 18, 1872, showing 16 days transit time from London to Athens. British mails to Greece were conveyed by sea, which was not the fastest route.

#### Footnotes

<sup>1</sup> Rowe, Kenneth, *The Forwarding Agents*, p. 50 *et Seq.*

<sup>2</sup> Van Vlissingen, Arthur, and Waud, Morrison, *New York Foreign Mail Cancellations—1870-1876*, p. 49.

<sup>3</sup> One never knows where something will be learned about a cover. I left this cover at a local photographer's shop to be photographed. When I called for it, a young lady employed there wanted to know if the Schliemann to whom the cover was addressed was the famous archaeologist referred to in her junior college course in World History. Since the name of the addressee had not attracted my attention, I told her I did not know. Investigation proved her to be correct. Miss Margaret Skiscim is to be complimented not only for her powers of observation and her curiosity, but also for her mastery, at least in this regard, of the subject-matter of what must be a good junior college course in World History.—Ed.

<sup>4</sup> Hogarth, David George, "Heinrich Schliemann," *Encyclopaedia Britannica*, 11th edition, vol. 24, p. 341.

<sup>5</sup> *Op. cit.*, p. 53.

<sup>6</sup> *U. S. Mail and Post Office Assistant*, vol. 12, No. 4, p. 4, January 1872. These rates were unchanged in October 1872.

<sup>7</sup> Table of Foreign Postages—appended to the Detailed Regulations to the U. S.—North German Union Postal Convention of October 21, 1867. 16 Statutes-at-Large 992.

<sup>8</sup> Van Vlissingen & Waud, *op. cit.*, p. 32.

#### THE PRICES-CURRENT RATE TO THE NETHERLANDS — 1868

Mr. Paul J. Wolf, RA 896, reports the cover illustrated as Figure 2. This cover was posted in Savannah, Ga., on 16 April 1868 addressed to Amsterdam, Holland. It is a folded, unsealed, "prices-current," prepaid 4c by a pair of 2c "Blackjacks" with a "Z" grill (Scott #85b). On the face of the cover is a boxed SHORT PAID marking in black, a "4" in blue crayon, and a "20" in blackish-brown manuscript. On its reverse is a triangular marking in blue ink inscribed, "1½c/AMSTERDAM."

This editor is particularly pleased to have this cover for analysis because very little regarding *prices-current* rates has appeared in the philatelic press, and official information in scattered, generally elusive, and frequently ambiguous. The primary source of foreign rate information during this period is the tables of postages to foreign countries published in the *U. S. Mail and Post Office Assistant*. The table published in the April 1868 edition of that source gives a rate for "Newspapers," and a rate for "Book packets and Prints of all kinds," but no rate for prices-current, printed circulars, or trade-circulars. Examination of footnotes to the tables and other available information discloses that to some countries prices-current were sent at Newspaper rates, while to others, Book packet rates prevailed. These tables are useful only when it is known which rate applied.

On 1 January, 1868 a postal convention between the United States and the Netherlands became effective.<sup>1</sup> After setting the letter rates, Article V provided: "On all other correspondence . . . the rate shall be, for mails despatched, that which the despatching office shall adopt. . . . But each administration shall give notice to the other of the rate it adopts, and of any subsequent change thereof." The above is illuminating in one respect: The rate adopted by one country did not have to be the monetary equivalent of the rate adopted by the other.

By Article VIII insufficiently paid letters, "or any other insufficiently paid correspondence" was to be charged with deficient postage and a fine *not exceeding* 5 cents (U.S.) in the United States, and *not exceeding* 15 cents (Dutch) in the Netherlands. By Article VIII of the Detailed Regulations,<sup>2</sup> insufficiently paid correspondence was to be so marked in the United States "and the amount of deficient postage expressed in figures on the face." By Article XVI of the

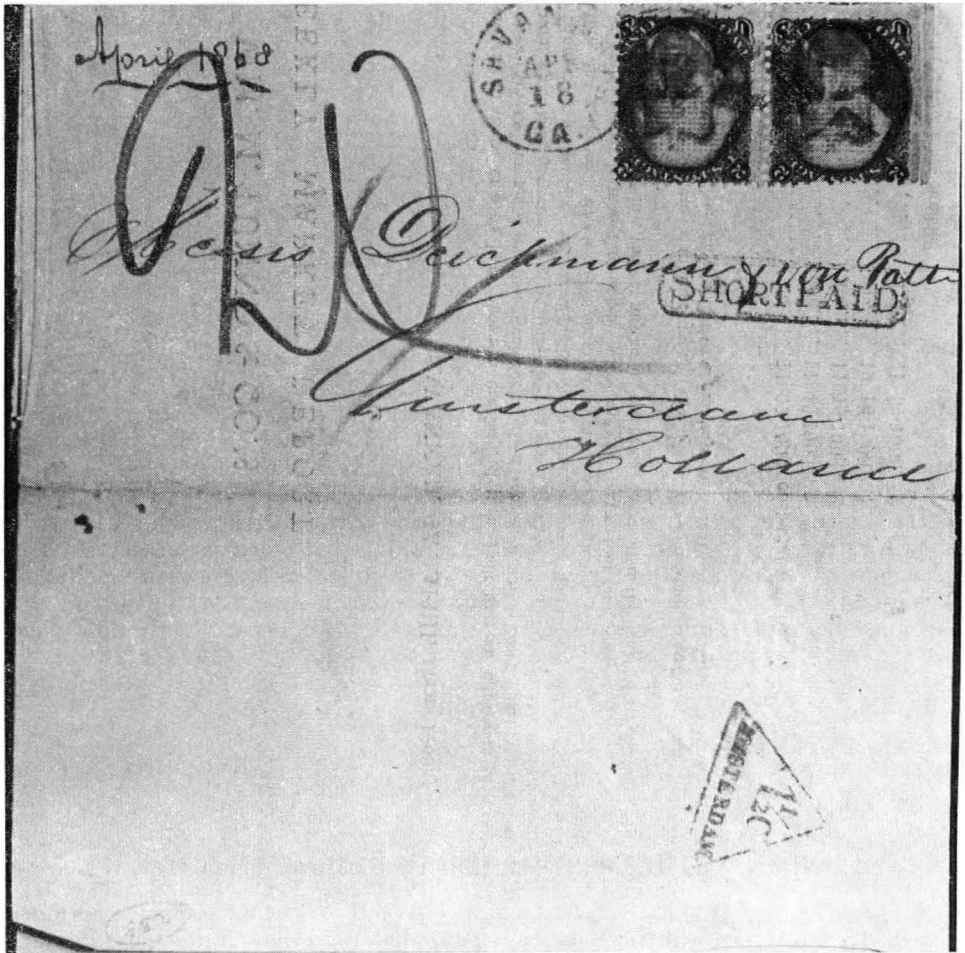


Figure 2

Detailed Regulations “the cent of the United States and two and a half cents of the Netherlands shall be taken as equivalents.”

In the postal conventions between the United States and Great Britain, the Straits Settlements and British East Indies, Guatemala, and Hong Kong and the dependent Chinese ports, prices-current were sent at newspaper rates. In all other cases book-packet rates prevailed. A statement to this effect is found in the Postal Guide for 1873<sup>3</sup> (July) and it is repeated in subsequent editions. This situation must also have been in effect in 1868.

The table of postages to foreign countries published in the April 1868 edition of the *U. S. Mail and Post Office Assistant* shows a rate to the Netherlands for Newspapers of 4c, and for book-packets of 8c, each rate bearing the notation that a fine would be levied at destination on insufficiently paid correspondence.

In the light of the above information, the analysis of this cover is as follows:

It was mistakenly prepaid with the newspaper rate at the Savannah post office. Since it was not addressed to a country with which the United States had a postal convention that provided for a prices-current rate, it should have been prepaid with the book-packet rate of 8c. The New York exchange office marked it SHORT PAID (this is a New York marking) and also marked it with the deficient postage of 4c in blue crayon. The cover was then forwarded to the Netherlands. The imponderable here is the amount of the Dutch fine on insufficiently paid prices-current. The convention provided that it should not exceed 15 cents (Dutch). The known facts are inserted in the computation below, and the missing figures are forced:

	Cents (U.S.)	Cents (Dutch)
Total postage	8c	20c
Fine (forced)	4	10
	---	---
Total charges (forced)	12c	30c
Amount prepaid (deducted)	4	10
	---	---
Collected by Dutch	8c	20c

Since the cover shows that the Dutch collected 20 cents, it is clearly indicated that the fine amounted to 10 Dutch cents.

On the reverse is a triangular marking in blue inscribed 1½c/AMSTERDAM. The U.S.-Netherlands postal convention established exchange offices at New York and Boston in the United States, and at Moerdyk in the Netherlands. Since this marking is inscribed "Amsterdam," which was not an exchange office, the rate expressed upon it does not relate to international mail. It is suspected that it represents a rate for an internal service. Article XII provided: "Except as above [rates of Article V, previously mentioned] no charge whatever otherwise than is hereby provided, shall be levied or collected on the correspondence exchanged." This 1½c, therefore, does not represent a superaddition to the rate, and must be an accounting mark used to indicate an internal distribution of the postage, perhaps for delivery service.

#### Footnotes

<sup>1</sup> 16 *Statutes-at-Large* 1063.

<sup>2</sup> *Ibid.* 1067.

<sup>3</sup> *Op. cit.* p. 32.

#### WHEN THE U.S.-BRITISH TREATY BECAME EFFECTIVE

In *Chronicle*, Whole No. 64, pages 170 and 171, this editor reported a British Treasury Warrant of 8 March, 1849 that placed in force the rates and provisions of the treaty of 15 December 1848. By a British Act passed in 1841 the Lords of the British Treasury were authorized to fix postal rates. This raised the question as to whether the treaty became effective on the date of its proclamation, 15 February 1849, or on the effective date of the Treasury Warrant, 8 March 1849.

Letters were received from Leon Reussille and Melvin W. Schuh who report covers by R.M.S. *America* which sailed from Liverpool on 24 February 1849. Mr. Reussille reports four covers all bearing treaty markings, while Mr. Schuh sent the editor a reproduction of a cover (front and back) that shows a Liverpool marking dated 24 February, a prepayment of one shilling in manuscript, and a credit of 5c also in manuscript.

The weight of this evidence indicates that the treaty became effective on the date of its proclamation, 15 February 1849. The first Cunard sailing after that date was that of R.M.S. *America* on 24 February 1849. This means that the British Treasury Warrant of 8 March 1849 was merely legalizing a *fait accompli*.

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**THE COVER CORNER**  
 SUSAN M. McDONALD, Editor

**OUR PROBLEM COVER**

The cover presented in this issue and shown in Fig. 1 is from the collection of member Walter Hubbard of London, England. Mr. Hubbard also furnished the photograph. The cover was mailed at Terre Haute, Ind., on Nov. 25, 1857, addressed to Richard L. Law, U. S. N., U. S. S. Constellation, Spezzia, Italy.

All markings on the face, including the manuscript rate markings, are in black, except for the red octagonal French receiving postmark, which is only partly legible, although the words ET. UNIS SERV. . . . HAVRE may be read.

On the reverse are the following transit postmarks, all in black: HAVRE A PARIS 13 DEC 57, PARIS 14 DEC 57, GENOVA 16 DEC 57, and SPEZZIA 17 DEC 57. There is also a black manuscript notation "2f 40" in an ink apparently matching the rate markings on the face.

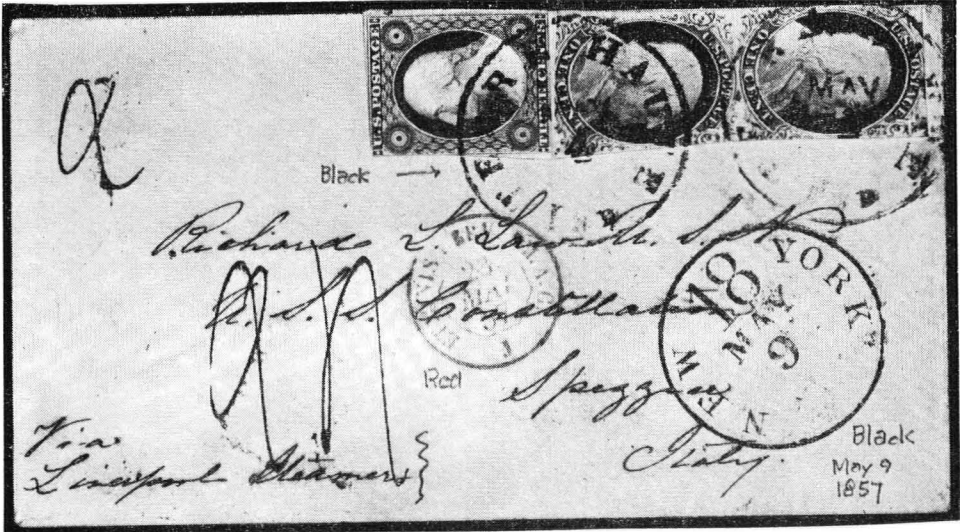


Figure 1



Figure 2



# **RAILROAD POSTMARKS**

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The cover bears a 3c 1857 and a pair of 1c 1857, Ty II, all cancelled and tied by the Terre Haute townmark. However, a portion of the strike tying the 3c stamp is underneath the 1c pair (clearly visible when the pair is lifted), indicating that the pair was added after the cover bearing only the 3c stamp was postmarked.

The second illustration is of a cover photographed and described by Stanley B. Ashbrook in his *Special Service*. The photograph is furnished through the courtesy of Creighton Hart. This cover was mailed at Terre Haute on May 4, 1857, with a 3c 1851 and a vertical pair of the 1c 1851. Although there is no indication that any of these stamps was added, the striking similarity of the two covers is obvious. Nearly as obvious are the significant differences in the New York postmarks and the French receiving postmarks. On the May cover the circular red French marking reads ET. UNIS SERV. AM. A. C. The rest of the markings are as indicated in the photograph.

Can you explain the rates and markings on these two covers? Specifically: Why was the 1c pair added to the November cover?

What function did the stamps perform on both covers?

What is the significance of the New York and French postmarks and why do they differ on each cover?

What do the manuscript markings represent?

### **RAILROAD POSTMARKS** (Continued from page 86)

*Route Agents:* Albany-Thomasville, Ga. 1883-1 Clerk (58 miles)

*Route Markings:* 365-A-1 27 black, WYD 1885. 4

### **Florida**

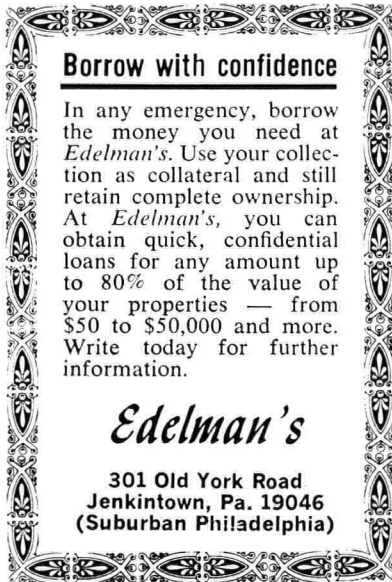
*Catalog Route 384:* Sanford-Kissimmee, Fla. SOUTH FLORIDA R.R.

*Route Agents:* Sanford-Kissimmee, Fla. 1883-1 Clerk (40 miles)

*Route Markings:* 384-A-1 27½ black, 1886. 4 (Jacksonville & Tampa)

### **Mississippi**

423-S-2 Octagonal Box 28½-22½ blue, WYD 1881. 15 (Mississippi & Tennessee)



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