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Chronicle
of the U.S. Classic Postal Issues

August, 1970

Volume 22, No. 3

Whole No. 67

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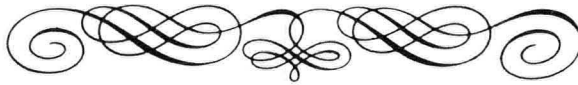
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The Chronicle

of the U. S. Classic Postal Issues

August, 1970

Published Quarterly, in
February, May, August, and November.

Vol. XXII, No. 3
Whole No. 67

\$2.50 to
Members

Official publication of the U.S. Philatelic Classics Society, Inc.
(Unit No. 11, American Philatelic Society)

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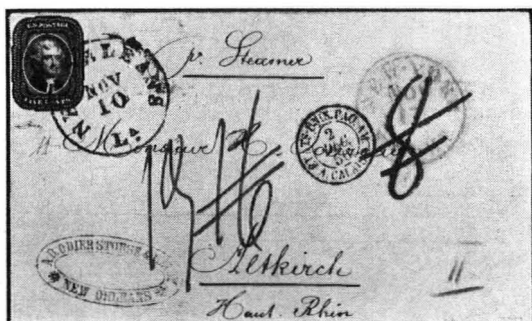
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THE 1847-'51 PERIOD
CREIGHTON C. HART, Editor

U. S. EXCHANGE MARKINGS ON 1847 COVERS
SUSAN M. McDONALD

During the first half of the nineteenth century letters between the United States and Canada were rated according to the distance from the origin to the border and from the border to the destination in either direction on the basis of the domestic postage rates of each country at the time. These rates were calculated separately and *could not be combined*. Certain exceptions and special regulations complicated the picture from time to time, but their consideration is not pertinent here. The fundamental principle of postage charges "to the lines" based on each country's domestic letter rates remained in force through nearly all the 1847 period.

It was not until 1851 that a significant change in this basic concept was made. During the previous two years Canada—whose postal affairs had been under control of the General Post Office in London—was in the process of assuming control of its post office. In anticipation of this event, an agreement on the handling of the United States-Canada mails was negotiated in March 1851 between the Post Offices of the United States and Canada to take effect April 6, 1851, the same date on which the Canadian Post Office became independent.

The April 6 agreement was a signal departure from the system in use before. Its important provisions should be emphasized. A whole rate of 10c or 6d per single $\frac{1}{2}$ oz. letter to or from any place in the United States (except the Pacific Coast) to or from any place in Canada was established. To or from the Pacific Coast the single rate was 15c or 9d. Prepayment was optional, whereas previously on letters of Canadian origin the Canadian postage had always been required to be prepaid, and on letters of U. S. origin, prepayment of U. S. postage was mandatory from November 16, 1847. Another significant regulation was that partial payment was not allowed, and that insufficiently prepaid letters were to be treated as totally unpaid, in sharp contrast to the "paid to the lines" system in force before.

Only the Provinces of Upper and Lower Canada (present-day Ontario and Quebec) were included in the April 6 agreement. Nova Scotia and New Brunswick were separate postal administrations and did not negotiate whole rate agreements with the United States until after the 1847 period. Covers to Nova Scotia and New Brunswick from April 6, 1851, still show the "paid to the lines" formula.

The agreement also stipulated that the name of the country of origin was to be prominently stamped on each letter. A large number of exchange offices, many of which had been in operation for a long period, were designated at border points in both countries to handle the exchange of mails. The most important offices and those through which 1847 covers are known to have been exchanged are shown on the accompanying map (Figure 1).

Some letters were exchanged individually through pairs of offices. Where volume warranted, through bags were made up and exchanged between important centers without handling at the border. Such through mail systems operated between New York and Montreal, Boston and Montreal, Albany and Montreal, and New York and Queenston. Montreal and Queenston were the principal distribution centers for Lower and Upper Canada respectively.

At the time that the agreement took effect on April 6, 1851, the 5c and 10c stamps of the U. S. 1847 issue were current. No Canadian stamps were available until April 23, 1851, when the 3d beaver was issued. The U. S. 1847 issue was not valid after June 30, 1847, so that the period during which 1847 stamps could pay the whole rate to Canada is limited to 86 days. The brief period and the

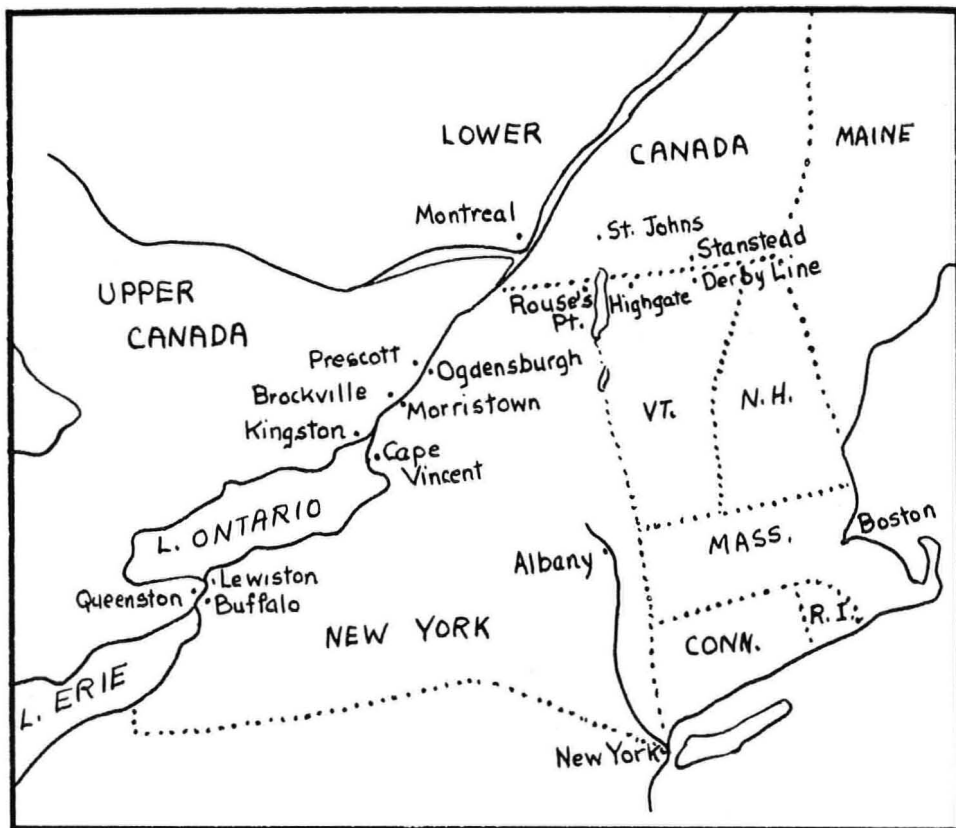


Figure 1. Map of Exchange Offices.

The location of the principal exchange offices in 1851 is shown, including all offices through which 1847 covers are known to have been exchanged.

fact that prepayment was not compulsory act together to make the whole rate to Canada one of the scarcer uses of 1847 stamps. Listed below are the known 1847 covers with this rate. The exchange marking appearing on the cover is also indicated where possible.

1. April 6, 1851 10c	New York City to Hamilton, U. C.	ms. "U.S."
2. April 7, 1851 10c	Troy & New York Steamboat to Quebec, L. C.	none
3. April 9, 1851 5c (2)	Lockport, N. Y. to Cayuga, U. C.	A-23
4. April 14, 1851 5c (HP)	Steam Boat to Quebec, L. C.	A-21
5. April 17, 1851 5c (1)	Boston, Mass. to Montreal, L. C.	A-22
6. April 22, 1851 10c	New York City to Belleville, U. C.	A-11
7. April 23, 1851 5c (1)	Troy, N. Y. to Perth, U. C.	A-14 (?)
8. April 29, 1851 10c	New York City to Hamilton, U. C.	A-11
9. May 4, 1851 5c + 3d	Rochester, N. Y. to St. Catherines, U. C.	A-2
10. May 20, 1851 5c (HP)	Buffalo, N. Y. to Cayuga, U. C.	A-23
11. May 24, 1851 5c (2)	Albany, N. Y. to Drummondville, L. C.	A-21
12. May 30, 1851 5c (VP)	Boston, Mass. to Sherbrooke, L. C.	A-22
13. June 10, 1851 5c (HP)	Boston, Mass. to Northport, U. C.	A-22, A-24



Figure 2. Whole rate paid with 5c stamps.

A cover from Lockport, N. Y., April 9, 1851, with two 5c stamps paying the whole rate and showing a fancy exchange marking in red.

The first cover is a remarkable postal history item—a first day cover of the whole rate. Evidently the exchange office handling this letter had not yet been supplied with a handstamp, and the initials “U. S.” in red ink are written in large letters at the lower left. This marking was probably applied at the New York City Post Office since the letter must have gone by through bag to Queens- ton via Buffalo.

So far as is known, the second cover (described on the Ackerman album pages) does not show an exchange marking. It may have been taken off the steamboat at Albany and there placed in the through bag for Montreal. Further information about this cover would be greatly appreciated.

Although exchange marking instruments had apparently not been supplied in time to be used on the first two covers, the Lockport cover (Figure 2), used on the fourth day of the whole rate, shows a handstruck “U. STATES” in an elaborate foliate arc in red (A-23). This marking was applied at Buffalo. It appears also on cover No. 10, again in red, and is recorded on a stampless cover dated July 17, 1851. Strangely, its use seems limited to this very early period. Buffalo was later supplied with markings incorporating the amount due or paid in Canadian currency and these, being more practical, superseded the plain arcs.

Cover No. 4 originated in New York City and bears the two line STEAM BOAT marking associated with non-contract steamboats on the Hudson River. It went by boat as far as Albany where it was transferred to the Albany Post Office. There it received the exchange marking of that office in black (A-21; see Figure 3), and was placed in the through bag for Montreal. A Montreal transit postmark of April 17 appears on the front.

The April 17 cover from Boston (Figure 4) is particularly interesting. The correct rate was, of course, “10 cts.” as indicated in the postmark. The cover bears only one 5c stamp and is marked in manuscript “Due 5” and “3” (the Canadian pence equivalent of 5c). According to regulations, partial payment was not to be accepted, and the stamp should have been disregarded, and the letter rated 10c or 6d due. Prior to April 6, 1851, 5c represented the correct postage from Boston to points in Lower Canada. In view of this, the Boston Post Office evidently inclined to leniency at this early date, and the Montreal office, which could have rated the letter 6d due, accepted Boston’s judgment. The exchange marking is the small shallow arc (A-22) commonly used at Boston on through mail to Montreal. This marking is very common in the period 1852-1855.

One other short paid cover is known: No. 7 on the list. The notes on the

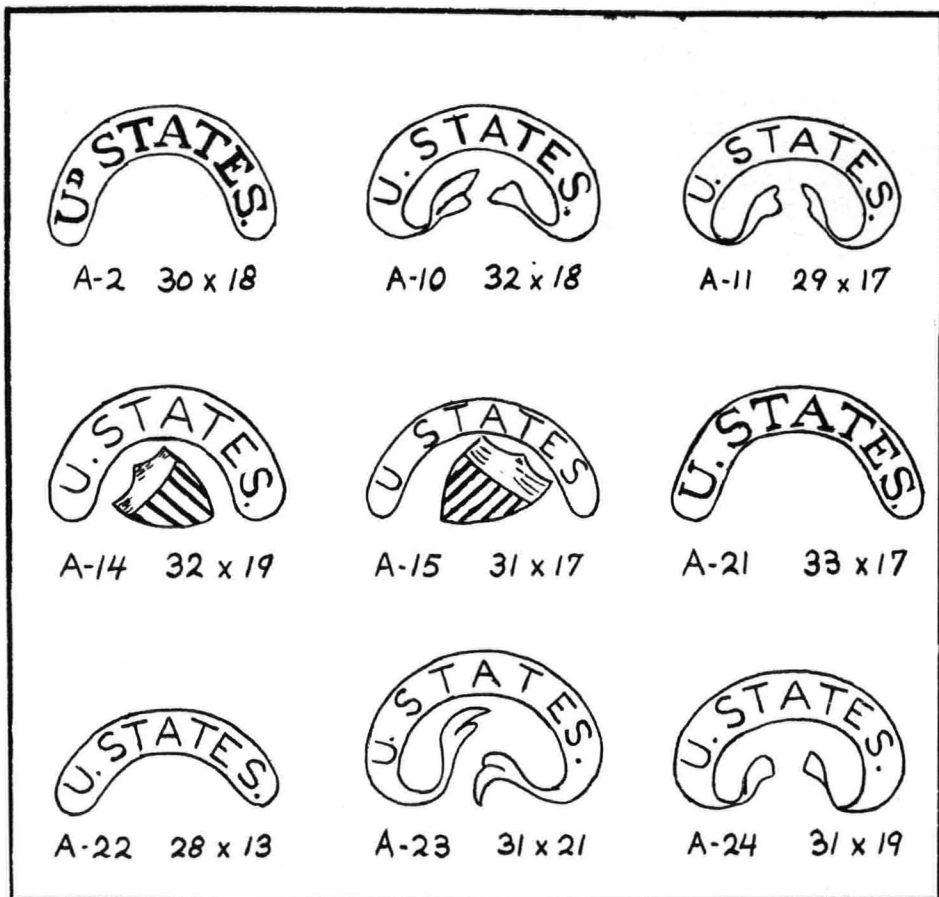


Figure 3. Exchange Markings.

All markings known to appear on 1847 covers are illustrated, plus two others that may have been used. Measurements in millimeters.



Figure 4. Short paid cover.

Letter mailed at Boston April 17, 1851, with a single 5c stamp and due markings in U. S. and Canadian currency. Partial payment allowed contrary to regulations.

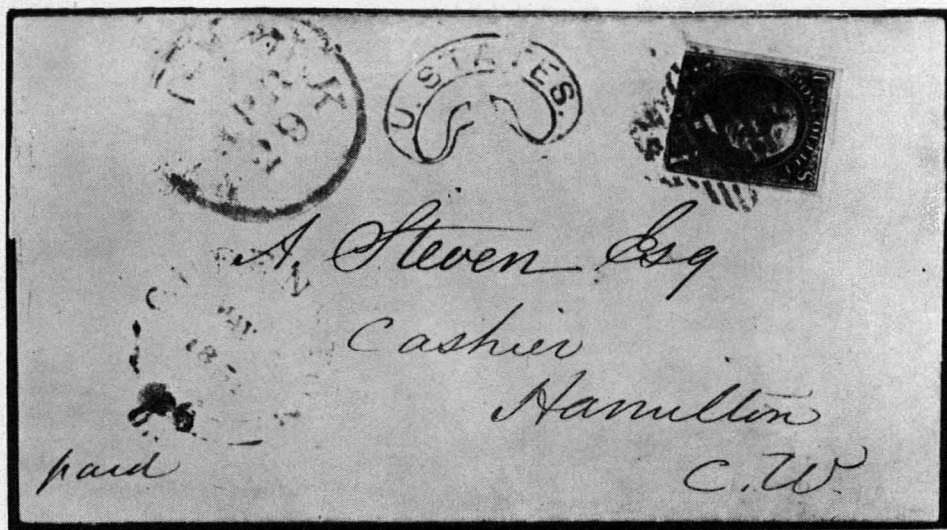


Figure 5. Whole rate paid by 10c stamp.
New York City, April 29, 1851, by through mail to Hamilton with small fancy arc used at New York City.

Ackerman album leaves are the extent of the information available about this cover. It is described as having manuscript markings "due 5" and "3," and the direction "via Cape Vincent or Ogdensburgh, N. Y." The exchange marking is reported as "U. STATES" in arc with a shield below. Two offices, Ogdensburgh and Rouse's Point, used markings with shields, one slanting right (Ogdensburgh), one left (Rouse's Point). It is probable that it is the Rouse's Point shield (A-14) that appears on this cover, in spite of the sender's direction. The Rouse's Point shield is known on stampless covers in June 1851, while the earliest known use of the Ogdensburgh shield (A-15) is 1854. Furthermore, cover No. 13 is positively established as exchanged through Ogdensburgh but bears a quite different marking. It is hoped that the present whereabouts of cover No. 7 may be determined and further information about it be made available.

The eighth cover is shown in Figure 5. The exchange marking (A-11) was struck in red at the New York City Post Office. This marking was used on mail to Queenston by through bag. The same marking, also in red, appears on the April 21 cover to Belleville (No. 6).

The cover from Albany to Drummondville (No. 11), once in the Knapp collection, is now in the possession of the Albany Institute of History and Art. It is an advertising envelope showing a Montreal transit postmark and the same exchange marking (A-21) in black as the STEAM BOAT cover. Certain features of this cover are suspect, since the exchange marking is partly under one stamp, but no definite judgment can be made without further examination. If the stamps belong, it may be that the envelope was mailed with only one stamp at the pre-April 6 rate, and that the clerk applied the exchange marking before noticing the deficiency. The sender may then have added the second stamp, or the clerk charged it to the account of the sender, an Albany firm.

The twelfth cover has the manuscript inscription "via Derby, Vermont" but bears the Boston exchange office marking (A-22) normally seen on through mail to Montreal. Since Sherbrooke is some 80 miles east of Montreal, this letter should not have gone in the through bag. However, no other exchange marking is evident, and it is not known whether the cover has any backstamps establishing the exchange office.

Cover No. 13 also shows the Boston marking (A-22) in black, although it did not go by through bag. Northport is west on Lake Ontario, and could not be served through Montreal. The Boston arc was struck in error, but the letter was properly dispatched and was exchanged through Ogdensburgh and Prescott (both postmarks appear on the face) and received a faint strike in red of A-24.

The May 5 cover postmarked Rochester (No. 9) is the only known combina-

tion cover from the United States to Canada with a 5c 1847 stamp and a Canadian 3d stamp making up the 10c rate. The exchange marking on this cover is A-2 in red, struck at an office on the Niagara frontier, perhaps Lewiston, but identification is not as yet positive. In my opinion this cover should be re-examined for several cogent reasons, and the whole question of the permissibility of the combination usage on this cover and the four similar ones from Canada to the United States should receive fresh consideration. Such analysis, however, is beyond the scope of the present topic, and a full discussion of these problems is planned for a subsequent article.

One more exchange marking has been recorded to date on stampless covers before July 1, 1851. This marking (A-10) is known in red and blue. The office of use has not yet been established but evidence indicates that it was employed at one of the Vermont offices, probably Highgate. If additional 1847 covers showing the whole rate to Canada are located, they may bear this marking.

Exchange markings continued in use until 1875, but they appear with decreasing frequency from the middle 1860's. Their variety, identification, and areas of use make them a challenging and rewarding study for the postal historian. When they appear, as on these 1847 covers, in conjunction with a cherished stamp, a new rate, and a brief period of use, they help to produce a philatelic gem.

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Some observations and conclusions are based in material in my collection and on unpublished records which I have kept.

NOTE: Identifying numbers assigned to the exchange markings illustrated are based on a system classifying these markings into four main types. A sheet of reproductions of the majority of markings known from 1851 to 1875 has been prepared as part of a research study. Readers interested in exchange markings may have a copy on receipt of a stamped self-addressed envelope. Send your requests to Mrs. J. C. McDonald, 2030 Glenmont Ave. N.W., Canton, Ohio 44708.

Next issue: The article "1847 Covers from Iowa" scheduled for this issue and the previous one will appear in the November issue, *Deo volente*.

DIRECTORY OF 10c 1847 COVERS

Over the past several years an attempt has been made to list all 5c and 10c 1847 covers. Sources for the information have chiefly been stock in the hands of professionals, individual collections, and auction catalogs.

A pilot edition of the 10c Directory was printed a year ago. The 10c covers were chosen for this limited edition because this denomination represents only one fifth of the total issued, and because 10c covers are usually illustrated and fully described in auction catalogs.

An up-to-date edition of the 10c Directory will be available by October 15, 1970, to members of the U. S. Philatelic Classics Society. Any member contributing \$10.00 dollars or more to the Hicks Publishing Fund, and requesting a copy of the Directory, will receive one without further charge. Contributions made to the fund are entirely tax-deductible.

The Directory will consist of approximately 125 pages reproduced by photo offset and listing in chronological order about 1,800 10c 1847 covers. Each listing gives date, origin, and destination for each cover. In addition, the availability of a color slide or photograph is shown. Covers which are known to have been expertized, whether favorably or unfavorably, are also noted. Separate sections at the back of the book will list all known 10c bisect covers in greater detail, and all covers in museums, libraries, etc. The book will be bound in a hard cover.

Requests for the Directory should be sent to Melvin W. Schuh, Secy-Treas., U.S.P.C.S., Inc., 6 Laconia Road, Worcester, Mass. 01609, by Dec. 31, 1970.

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. 4

References

Questions have been raised concerning the identification of the references to this series of articles. We explained our system of references in the first installment on pages 144 and 145 in the November, 1969, issue of the *Chronicle*. References under #40 are those contained in *United States Postal Markings* by Tracy W. Simpson. References #40 through #55 are listed on pages 144 and 145 above. References #56 through #60 are listed on page 12 of the February, 1970, *Chronicle*, and further references will be listed at the beginning of the installment to which they apply.

Fort Hamilton, New York

This post was established on November 1, 1831, as one of the defenses of New York harbor. It was located on the southwestern corner of Long Island, in the present city of Brooklyn. Fort Hamilton was garrisoned continuously throughout the nineteenth century (actually through World War II).

One postal marking is known during this period:



Diagram #22

- 1) FORT HAMILTON N. Y./D/C34 (Diagram #22)
Only one cover has been reported, used with S5 and postmarked in blue.

Oregon Territory

With the exception of Forts Kearney and Laramie, which have already been covered in Installment #2, pp. 14-16 of the February, 1970, issue of the *Chronicle*, no military post offices existed in Oregon Territory in 1859 (Ref. 53), and no covers from this period have been reported. It will be recalled that both of these forts, being initially located in unorganized public domain, were carried for administration in Clackamas County, O. T. until the organization of Nebraska Territory on May 30, 1854.

Coming to the Texas forts, reference is again made to the most interesting chapter on forts (Number 8) in Alex. L. ter Braake's *Texas, The Drama of Its Postal Past* (Ref. 50).

Fort Chadbourne, Texas

This post was established on October 28, 1852, and was located on the east bank of Oak Creek, about three miles above its junction with the Colorado River, in central Texas. Its mission was to protect the emigrant route from Fort

Smith, Arkansas, from the Comanche Indians. Fort Chadbourne was named for a second lieutenant of that name who was killed in the battle of Resaca de Palma on May 9, 1846. The post became a way station on the main route of the Butterfield Overland Mail on January 28, 1859, and so continued until the fort surrendered to the Confederacy on March 23, 1861, by order of the department commander, Brig. General David E. Twiggs. Fort Chadbourne was re-occupied by the army for six months in May of 1867.

One postal marking is known:

1) Ft Chadbourne, Jan 26, 1861 in manuscript.

One cover only has been reported, used with S5. It shows routing "via Ft. Smith and Memphis Overland Mail" in manuscript, and is illustrated in Mr. ter Braake's book (Ref. 50).

Fort Clark, Texas

This post was established on June 20, 1852, and was located on Las Moras Creek near the present town of Brackettville. Fort Clark was a link in the frontier (and border) defense system and helped guard the San Antonio-El Paso road. First called Fort Riley, it was designated Fort Clark on July 16, 1852. This post was also surrendered to the Confederacy on March 19, 1861, by order of Gen. Twiggs. Fort Clark was re-occupied by the U. S. Army on December 10, 1866, and was thereafter garrisoned continuously until 1946. The post had postal receipts of \$44.00 in 1859 (Ref. 53).

Two postal markings are known:

1) Fort Clark Tex, July 2, 1857 in manuscript.



Diagram #23

2) FORT CLARK, TEX/D/Yr/C33

(Diagram #23)

One cover with marking #1 on S2 has been reported; two covers with marking #2 have been reported, one used with S5 and the other with S5 on a 3c Nesbitt envelope. Both of the latter are illustrated in Ref. 50.

Fort Davis, Texas

This post was established on October 7, 1854. It was located in the mouth of a canyon about one half mile south of Lympia Creek (north of the present town of Fort Davis). Its mission was to guard the border with Mexico and the

POSTAL HISTORY MATERIAL

We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Territorials and Westerns, and we are strong in Hawaii. We do not stock United States stamps at all.

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El Paso-San Antonio road (upon which it was located), and to control the Comanche Indians. Fort Davis was named for the then Secretary of War, Jefferson Davis. The post was a way station on the southern (El Paso-San Antonio) branch of the Butterfield Overland Mail. Evacuated on April 13, 1861, by order of General Twiggs, it was temporarily occupied by Confederate troops, and by the roving bands of Mexicans and Indians who largely destroyed the post. It was temporarily re-occupied by the 1st California Cavalry in September, 1862. The post was permanently re-occupied by the 9th U. S. Cavalry on July 1, 1867, and completely rebuilt. Thereafter it was garrisoned until June 30, 1891. Fort Davis had postal receipts of \$146.00 in 1859 (Ref. 53).

One postal marking is known during this period:



Diagram #24

1) FORT DAVIS TEXAS /D/Yr/C33½ (Diagram #24)

Three covers have been reported. Two on 3c Nesbitt envelopes (the first is illustrated in Figure 8). The other is dated March 11, 1861, and the use of the envelope was declared invalid by the postmaster at destination and was marked "Due 3c." The third cover is on a 3c star die envelope. All three covers are illustrated in Ref. 50.

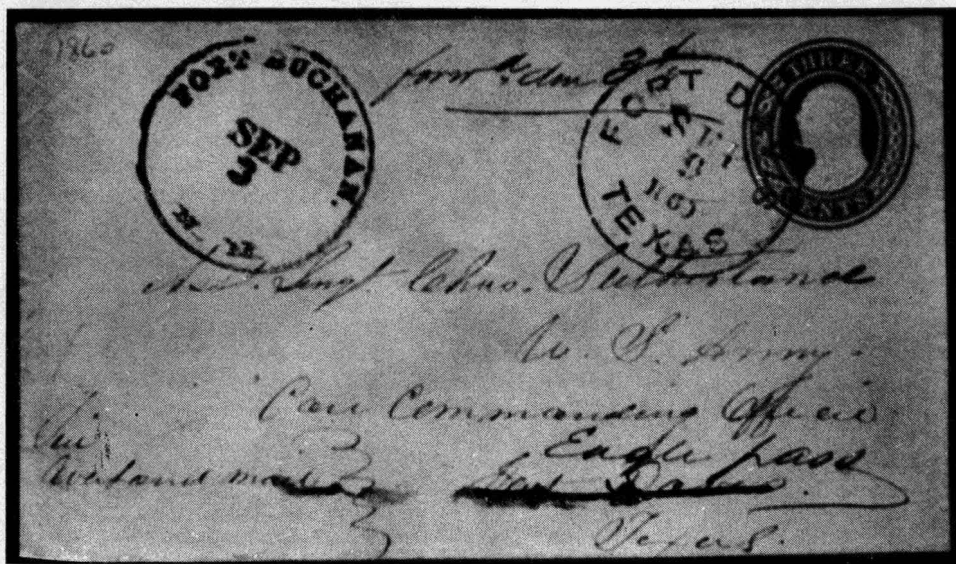


Figure 8

An interesting example of two rare fort markings on the same cover. Ft. Buchanan, New Mexico, Sept. 3, 1860, carried by Butterfield Overland Mail to Fort Davis and was forwarded Sept. 9th to Eagle Pass, Texas. Courtesy of Floyd Risvold.

Camp Hudson, Texas

This post was established on June 7, 1857, and was located where the El Paso-San Antonio road crosses the Devils River (forty miles northwest of the present town of Del Rio). It was named after a 2d Lieutenant who died on April 19, 1850, of wounds received in action with the Indians near Laredo. Established as a part of the frontier and border defense system, its mission was similar to

those of the preceding forts. It was a way station on the southern branch of the Butterfield Overland Mail. Camp Hudson was garrisoned intermittently until March 17, 1861, when it, too, was abandoned to the Confederates. The post was briefly re-occupied by federal troops after the Civil War, and was permanently abandoned on April 12, 1868.

One postal marking is known:

1) Camp Hudson Texas March 19th 1860 in manuscript.

One cover and a front have been reported, both used with S5. Both are addressed by Lt. (later Maj. Gen.) Zenius Randall Bliss to his fiancée (according to the late Raynor Hubbel), and are illustrated in Ref. 50.

Fort Quitman, Texas

This post was established on September 28, 1858, and was located on the north bank of the Rio Grande River (the Mexican border) about 70 miles below El Paso. It was another post in the system of border and frontier defenses, and was named for Maj. Gen. Anthony Quitman, who died in the summer of 1858. This post was also a way station on the southern branch of the Butterfield Overland Mail. Fort Quitman, too, was evacuated on April 5, 1861, by order of Gen. Twiggs, and occupied by Confederate troops. The post was re-occupied by the 2d California Cavalry on August 22, 1862, and again abandoned in 1863. It was again re-occupied by the U. S. Army on January 1, 1868, and garrisoned until January, 1877.

There is one postal marking known:



Diagram #25

1) FORT QUITMAN TEXAS /D/ C33

(Diagram #25)

One cover has been reported with S5 used on a 3c Star Die envelope, and is illustrated in Ref. 50. Dated February 1, 1861, it is a first day cover of Texas as an independent state, and is illustrated in Ref. 50.

Forts Belknap, Lancaster, McKavett and Mason also had post offices in 1859 (Ref. 53), but no stamped covers of the period have as yet been reported from any of them. At least one stampless cover is known from Fort Belknap, which had postal receipts of \$156.00 in 1859, making it the most active military post in Texas. Can't someone find a new cover from Fort Belknap?

(To be continued)

COLLECTION OF UNPAID U. S. PICK-UP CARRIER FEE

The late Maurice C. Blake reported that an unpaid carrier collection fee of the U. S. carrier service at Boston could be collected from the addressee without delaying the letter by applying a "Due 1 cent" marking to the letter, provided it was sent in the period from August 20 to October 20, 1860, but that if mailed after that date, the letter was Held for Postage. An illustration of such a cover is on page 118 of USPM.

Apparently the same usage was in effect at Philadelphia, as evidenced by a cover reported by Mr. H. M. Spelman III bearing a pair of S5's and the "Due 1 Ct" marking pictured in our "newly reported" list in this issue. The letter is dated Oct. 9, 1860, is postmarked by the small Philadelphia octagon, and is addressed to New York City.

—Tracy W. Simpson

CALIFORNIA RANCH POSTOFFICES

USPM Schedule A-7, *Townmarks Denoting Industries*, mentions "ranch" postoffices as not strictly industrial, but closely related to such use. Those in California sufficiently important to have name handstamps are believed to be as follows:

Date Established	Postoffice Name	County	Diameter in mm.	Let- ters	Postmaster's Com- pensation Year Ending June, 1859
3/15/1858	CALLAHANS RANCH	Siskiyou	26	Sans-serif	83.01
6/2/1855	EMPIRE RANCH	Yuba	34	Serif	315.49
11/21/1853	JOHNSONS RANCH	Sutter	33½*	Serif	23.79
10/11/1853	SNELLINGS RANCHE	Mariposa	Oval**	Sans-serif	19.66
10/21/1851	STAPLES RANCH	Sutter	33	Serif	55.96
9/17/1861	TAYLORS RANCH	Plumas	31½	Sans-serif	—

* Double-lines circle.

** Concentric ovals.

The Callahans Ranch townmark, recently reported and noted as Illustration A, is from a correspondence consisting mostly of manuscript townmarks from this postoffice. Apparently the handstamp was received quite late in our period. Many of the official postoffice names have an apostrophe before the final s, but mostly these were omitted in the handstamp.



B adv



NAME-OF-BOAT MARKINGS, MISSISSIPPI RIVER AND TRIBUTARIES

The four markings reported by Mr. B. Edwards, Jr. (see Illustrations C and D) deserve special comment. The IATAN and the SARAH GORDON markings do not appear in the Klein lists as on covers of the period or in the Huber list of river steamboat advertisements, though both are in the Lytle List, which shows the IATAN as having been built in Cincinnati in 1858 with home port of St. Louis, and the SARAH GORDON as built in New Albany, Indiana, in 1850, with home port of New Orleans. She did not run after 1856.

The P.R.R. in the IATAN marking suggests ownership by the Pacific Railroad, which might perhaps have used the boat as an extension of its service out of St. Louis. Mr. C. L. Towle, our Railroad section editor, however, reports that after checking known sources he finds no hint that this railroad owned a boat. Can any reader offer an explanation?

The IATAN marking is on a letter bearing a New Orleans townmark of Dec. 18, 1859. It is addressed to Texas and apparently entered the mail at New Orleans as its S5 stamp is tied with a straight line New Orleans STEAM-BOAT. The SARAH GORDON is in blue, but is so faint that the exact shape of the letters cannot be determined. The letter is dated Mar. 17, 1852. It is ad-



D



E

F ADVERTISED

F

G Due 1 Ct

G

dressed to New Orleans and apparently it entered the mails there from the steamboat.

The other two of Mr. Edward's markings are reported because they had not been noted on covers of the period bearing stamps or on Nesbitts at the time USPM was published. The WOODFORD cover was mailed at Memphis; her home port was Louisville. Both markings are illustrated in the Klein list.

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
Not illustrated	A-2	HIBERNIA/D/FLA. K3-34 d1c	S4	T. Wierenga
Not illustrated	A-2	DETROIT/D/MAINE K3-34½ d1c	S4	T. Wierenga
A	A-7	CALLAHANS RANCH/D/ CAL C-25½ (See text)	U16	R. L. Lewenthal
B	A-27a	adv 11 x 4½ Placerville, Cal.	S2	R. L. Lewenthal
C	A-32	STEAMER <i>LATAN</i> /D/P.R.R. dbl C-34 (See text)	S5	B. Edwards, Jr.
D	A-32	STEAMER/ <i>SARAH GORDON</i> dbl oval 35x50 (See text)	S1	B. Edwards, Jr.
Not illustrated (See Klein No. 73)	A-32	STEAMER <i>CHARMER</i> /R. HOLMES/CLERK/Capt. W. O. WILSON dbl oval 25x32 (See text)	3c Nesbitt	B. Edwards, Jr.
Not illustrated (See Klein No. 599A)	A-32	LOUISVILLE/AND/NEW ORLEANS/ PACKET <i>WOODFORD</i> /JAS.MATHER/ MASTER dbl zig-zag line 31x46 (See text)	S5	B. Edwards, Jr.
E	A-2	<i>Minnesota</i> SAUK RAPIDS/D/M K6-36 (The "T" of the original "M.T." has been deleted and "in" added in mss to convert the territorial marking to a state marking)	S5	H. M. Spelman III
F	A-27a	ADVERTISED 41½x5 Detroit, Mich.	S5	H. M. Spelman III
G	A-27c	Due 1 ct (20x6) Applied at Philadelphia Oct. 9, 1860, for collection of unpaid U. S. pickup carrier fee. See text.	S5	H. M. Spelman III

THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

Pacific Crossings from Japan, 1858-79, has aroused a good deal of interest, but an unfortunate goof in the address of the source from which the monograph may be secured has caused a few problems. The correct address is Mr. Murray H. Schefer/ 530 East Indian Spring Drive/ Silver Spring, Md., 20901. The price is \$1, including postage. The address given on page 80 of *Chronicle* No. 66 has an incorrect street number.

We have received reports of covers from several members and the data derived should shed considerable light on the subject.

Dave Baker is busy making up a new slide show on the 1861 stamps. Dave needs slides of several items really to round out the show well. Foremost in his needs, is a slide of the Aug. 17, 1861 use of the 1c stamp from Baltimore, Maryland, which is the first known usage of any stamp of this issue. In addition, slides of proofs and essays of the 24c may fill a need. If those with such material will send it to the Period Editor, he will make the slides.

There have been continued reports of covers with the China/Japan Steam Service marking, and these are much appreciated. A fairly thorough record will be required to work out all the data desired to assemble on this project.

Mr. William H. Semsrott advises of another cover bearing the "Army of The American Eagle" notation as illustrated on page 27 of *Chronicle* No. 65. At the time, since the cover illustrated bore no stamp, was postmarked, and also the printed legend included the words "Official Business," we questioned if the cover was actually mailed free and why? Mr. Semsrott's cover rather demolishes this idea as it bears a 3c 1861 stamp, with Chicago c.d.s., the stamp being tied with a circle of 8 negative wedges.

Mr. J. D. Baker sends us a Xerox of the front of a dealer's mail sale catalog portraying a large piece of cover addressed to Montevideo with a pair of 90c 1861 stamps and a London, Paid transit marking dated November 7, 1863. This is probably an addition to the listings of 90c 1861 covers, also made by Mr. Baker, which appeared in the *Chronicle* in Vol. 17, No. 1, (Whole No. 48) and Vol. 20, No. 2, (Whole No. 58). We say "probably" because this may have been listed as an item which just shows a sale lot number with no description.

Mr. Scott Gallagher sends us a Xerox of a Fort Smith, Ark./July 20, 1864 usage of a 3c 1861 on cover. This is the usual straightline marking used by the occupation forces, such as was shown on page 65 of *Chronicle* No. 55. This is only a week after the earliest use of which we have record, which was of July 13, 1864. Mr. N. L. Persson also reports a Fort Smith straightline on a 3c 1861 cover with a November, 1864 date.

Mr. T. J. Alexander has sent a Xerox copy of a legal size cover bearing 12c postage consisting of a 10c type V 1857 stamp plus a pair of 1c 1861 stamps. The cover was used from Huntingdon, Pa. to election officials in Huntingdon County, on Oct 8, 1861 and contained election blanks. The cover also bears an address on the back, apparently sending the election returns to the postmaster at Huntingdon, who probably received the cover under his free frank, since no additional postage was paid. Mr. Alexander advises this cover was offered to him for sale as an interesting example of mixed usage of the two issues. Such usages are not common, but are occasionally seen.

PLEASE SEE PAGE 140 FOR AN IMPORTANT MESSAGE!

—R. B. GRAHAM

THE HARRISBURGH LEGISLATIVE USAGES; PRECANCELED 1861 STAMPS?

EDWIN A. CHRIST AND RICHARD B. GRAHAM

From early 1864 to early in 1869, letters mailed by members of the Pennsylvania Legislature were franked by stamps bearing some sort of control mark or precancellation. These covers bear the signature of the sender, always a member of either the State Senate or House of Representatives, and the stamps were often applied over the signature. Figure 1 shows the earliest example of these noted by the authors. Here, the only cancellation on the stamps are ruled ink lines, obviously applied to the stamps in sheet form. From the appearance of these covers, it is probable that the legislators, after sealing and signing their letters, turned them over to a central authority, such as a Senate or House Master-at-Arms or clerk who applied the stamps. The covers were then sent to the Harrisburgh postoffice which accepted the covers with their already cancelled stamps. The Harrisburgh postoffice did usually apply a town circular datestamp, and, in later years often recancelled the stamps. A duplex was sometimes involved but again, not invariably.

The question about these items—and, indeed, with all 19th century items with some sort of precancellation or control mark before entering the mails—is as to their exact nature. Are they really precancels?

Loosely defined, a precanceled stamp is one that has been canceled prior to use. Precancel buffs take a narrower view. The Precancel Stamp Society, Inc., at their 1968 convention, adopted a resolution which included the restrictive definition, "A precanceled stamp, or *precancel*, is an adhesive postage (or revenue) stamp that has been canceled, under proper authority, with a device designed solely for this purpose before being affixed to mail (or taxable) matter. Postage stamps that have been canceled with parts of discarded precancel devices relegated to post canceling service are not precancels."¹ (Other portions deal with postal stationery).

The same resolution describes "A *provisional precancel* (as) an adhesive stamp that has been canceled with an implement NOT designed specifically for precanceling, but before being affixed. Generally it can not be identified as precanceled once it is removed from the paper to which it was later affixed. Provisional imprints do not necessarily fit the stamp; examples are: parcel post cancelers; single line handstamps intended for use on post office forms; printed bars, lines, or slugs; and even pen, pencil, or crayon marks."²

With these precise definitions firmly in mind, we may nevertheless assume that the purpose of precanceling is to the end of the convenience or efficiency of the Post Office Department and/or of the user. In substance, and without extrapolation, the cited passages *supra*, deal with the structural rather than with the functional aspects of the stamp called a precancel, that is, with the "what" rather than the "why."

Continuing this line of reasoning, then, "precanceled" stamps may serve many functions, including 1) labor-saving, 2) identification, 3) accounting, 4) protection, as from theft or mis-use, 5) expedition of mail to addressee by eliminating various steps in handling, and so on.

If the function of precanceling stamps serves any single one or combination of the above, the stamp may be considered either a "precancel" or a "provisional precancel" within the limits of the definitions given, even though other structural elements may serve the same function(s); *e.g.*, the *Kans.* and *Nebr.* overprints were intended to provide "protection" following postoffice thefts, thus functioned as precancels might also function; but, of course, the *Kans.* and *Nebr.* stamps are not precancels. Likewise, "perfins" (stamps with perforated initials, monograms, or other identifying insignia of the firm using them) serve the same function, but are not "precancels."

The point is made that the marking on a stamp may be defined as "precancellation" quite independently of the function, so long as that marking serves as a *cancel* and requires no additional obliteration or marking. Perhaps the 1969



Figure 1.
A vertical strip of three of the early Harrisburgh precancel, with ruled lines in black, on light brown lithographed Pennsylvania Senate Chamber legal size cover. Used from Harrisburgh May 4, 1864, with black datestamp.

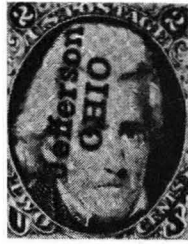


FIGURE 2.

The Jefferson, Ohio printed "precancel" on a Black Jack.

Christmas *precancels* (New Haven, CT; Atlanta, GA; Baltimore, MD; Memphis, TN) which not only required no additional cancellation, but which were eligible for use everywhere in the United States, clarifies the point, here; however the *precanceled* postal cards (UX46c, UX48, *et. seq.*) are "universal" and perhaps set the stage for the 1969 Christmas experimental precancels.

With this preamble, it should be abundantly clear that there are some rather fuzzy and indistinct lines needing sharpening in the use of terminology! Historically, and without benefit of tight definition, the *first* U. S. precancel is to be found on the 1844 Hale locals (L157, L158), consisting of crossed penstrokes. The Wheeling, Va. grid on U.S. #1 (\$450.00, under CANCELLATIONS) is considered to be the *first* true "precancel" on an adhesive of government origin, and the "Printed precancellation PAID or Paid) on Scott's Nos. 7 and 9 are also accepted as "precancels," not only by the editors of Scott's Specialized U. S. catalog, but by the editors of Hoover Brothers' *Official Precancel Stamp Catalog*.³

The editors of Scott's Specialized have been most erratic in their determination of what is considered qualified to be labeled *precancelled*. Although precancel cognocenti generally accept the penstroked Hale local and the hand-stamped grid on #1 as precanceled (which Scott lists but does not identify as precanceled). Scott evidently prefers to list as *precancelled* only those classics which have *printed* canceling markings. In the 1861 period, only the Cumberland, Maine and Jefferson, Ohio markings are recognized by Scott as *precancelled*.⁴ The former is listed only for the 1c 1861 stamp, although a Black Jack cover, with the marking covering the stamp is shown on page 34 of *The Black Jacks of 1863-1867*, by Maurice F. Cole. The Jefferson, Ohio marking, illustrated herewith as Figure 2, is known on both the Black Jack, #73, and also on the 2c 1869 stamp, according to the catalog. The Cumberland precancel is listed as being known on the 1c Type V, Scott's No. 24, and also the 3c Types I and Type II, Nos. 25 and 26, of the 1857 issue. It is not listed on the Type IIa, No. 26a, although it would really be no surprise to learn that this marking exists upon that stamp.

The Cumberland precancels were first discussed in *Maine Postal History and Postmarks*, by Sterling T. Dow. They were used by one Horace I. Gray, printer, on flyers addressed to various public officials. While most of these appeared on covers bearing his own corner card, some are also known on covers of a Portland firm for whom Gray apparently did printing. Since the Cumberland precancels were not cancelled in sheets, apparently being placed on the covers prior to their being run through the printing press where the envelope address and corner card as well as the printed cancellation was applied, these really do not qualify as precancels! They were not cancelled "*before being affixed* to mail or taxable matter." Aside from this, they do have a good claim as precancels, since they were at least cancelled before delivery to the post office and the covers bear no other cancellation. Although not certain, it appears probable that the Jefferson, Ohio precancel was also run through a printing press after being affixed to a blank envelope. Although few of these markings are at the same angle relative to the stamp, photos of known covers show the stamp as crooked (frequently) and the marking placed vertically and neatly aligned with the right hand edge of the envelope. In other words, the printed legend is "square with the world" if the stamp is not. If this theory is true, then the Jeffer-

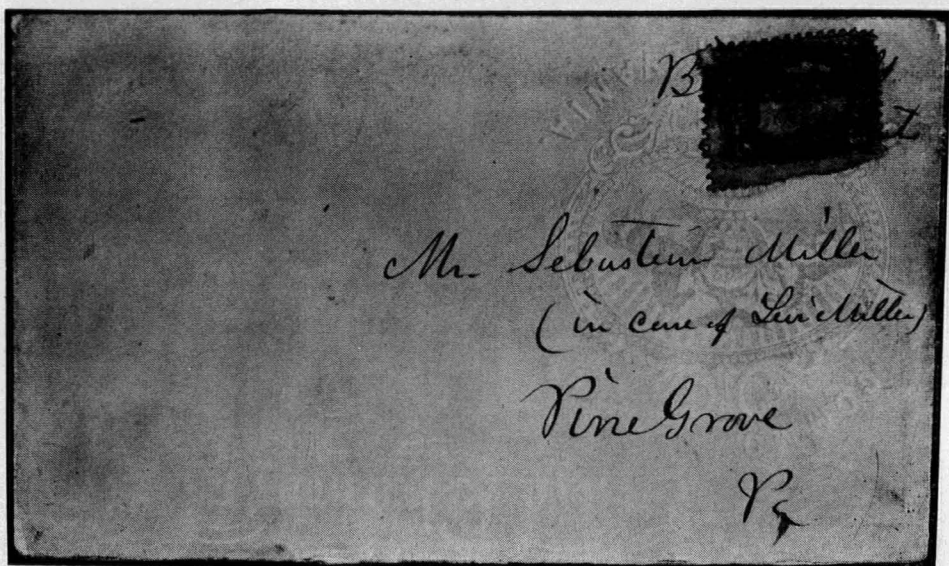


Figure 3.

A cork roller (?), in black, used to precancel a 3c 1861. On yellow Pennsylvania Senate Chamber lithographed envelope, with no other postal marking.

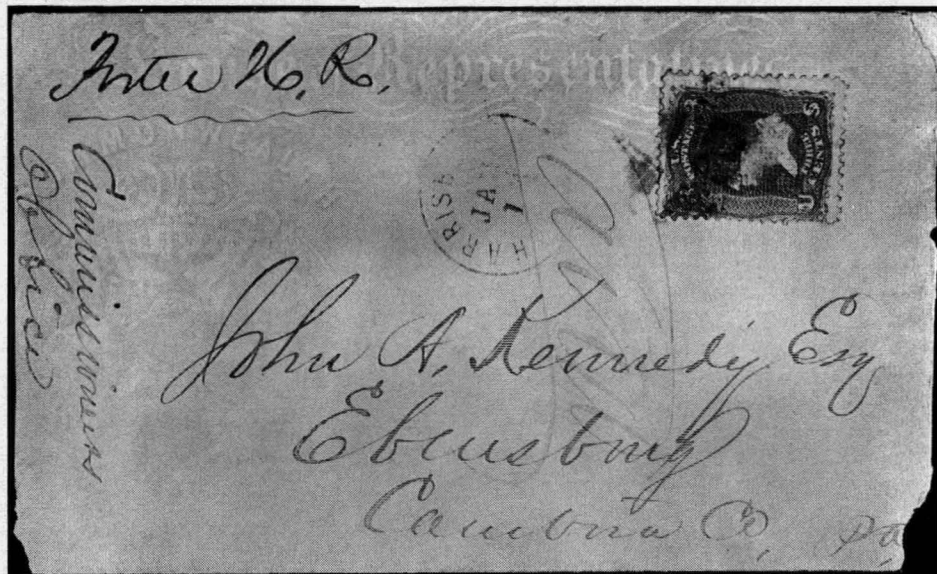


Figure 4.

A blue precancelling band on a 3c "F" grill, probably used in 1867 or 1868. On flesh colored all over House of Representatives lithograph cover, with black Harrisburgh cancel and smudge cork killer (not duplexed) on stamp. (From the Robert L. D. Davidson collection.)

son, Ohio items also would not qualify as precancels under the definition cited above. Just the same, it is obvious that both the Cumberland and Jefferson items have some sort of status as precancels when viewed from the functional aspect.

This brings us to the Harrisburgh Legislative usages. Several more of these are shown in Figures 3 through 6: From our previously cited definition, these covers all qualify as provisional precancel usages, since all the stamps were apparently defaced (cancelled?) in sheet form and then separated before being applied to their covers. The earlier usages indicate these cancellations were recognized by the Harrisburgh post office, since no other cancellation was applied. In later years, if a duplex instrument was in use, the precanceled stamp often, but not always, received a second cancel at the post office.



Figure 5.
Similar to Figure 4, except on pale green Senate envelope. Stamp is "F" grill, Scott No. 94. Probably used in 1868, as canceller is duplexed.

There is no question but what the stamps used at Harrisburgh were first obliterated in sheet form. The stamps on the cover of Figure 1 were obliterated by neatly ruled pen marks horizontally and vertically across the sheet, the vertical lines being heavy and in dashes and the horizontal lines lighter and continuous.

The stamp on the cover shown in Figure 3 appears as if it were cancelled in sheet form with a perforated surfaced cork roller of some sort, the ink being black. The cancellation was accepted by the Harrisburgh post office who applied no other marking to the cover. The covers shown as Figures 4 and 5 are both usages of precancelled "F" grilled 3c stamps on cover. Both precancelling bars are in a bright blue, and both covers are also struck with a Harrisburgh duplex black marking which also applies a second cancellation to the stamp. Figure 6 illustrates what is the latest of these covers presently recorded. This was used in March of 1869 and the precancelling bar on the stamp is a black brush applied continuous stripe, as indicated by the appearance. The stamp is also an "F" grill.

Not illustrated, but submitted through the courtesy of Mr. R. L. D. Davidson is a cover bearing a Black Jack with a blue precancelling bar. The stamp is the "D" grill, Scott's No. 84 on a cover with a Bolton's Hotel, Harrisburgh corner card. As the corner card is embossed and the blue smudge would not show well in a black and white photograph, no attempt was made to portray this unusual cover. The cover also bears a Harrisburgh duplex marking with Jan. 9 date and a smudge cancel, in black, on the stamp.

The practice of members of a legislature endorsing their mail and postage apparently being charged at the post office was a procedure used at one time or another by many states, evidently including Pennsylvania before the precancels were used. A cover exists, illustrated in Vol. II of Mr. Lester Brookman's *The United States Postage Stamps of the 19th Century*, page 19, with a similar use from the New York State Department of Public Instruction at Albany. Here, the stamp, a 3c 1861, is precanceled (?) with two penmarks and then was cancelled at the postoffice by an Albany c.d.s. Mr. Brookman prefers to call the pen marks "control marks" to prevent a possible theft problem, which seems logical.

In *The Harry F. Allen Collection of Black Jacks*, Mrs. Maryette B. Lane illustrates (Fig. 45, page 33) a cover used from Rochester, New York with a 2c Black Jack stamp obviously from a sheet of stamps cancelled before application with overlapping circular Rochester postmarks. Other possible manuscript



Figure 6.

An 1869 use of a Harrisburgh precancel. Stamp is the "F" grill, precancelled by a brushed black ink band (oxidized to brown). Pennsylvania House of Representative lithograph is flesh colored, duplex cancel and killer are black. (From the Robert L. D. Davidson collection.)

precancels are known, and with most of these, the obvious objective was to save labor. In the cases of the legislative or state government precancels, a different motive is also possible. This is as a means of accounting.

We noted above that both the Ohio and Pennsylvania legislatures were known to use systems of mail handling where use of a charge account was evidently the objective. Certainly the Harrisburgh precancels would make accounting procedures of this nature quite simple, for the stamps used could be counted by the sheet, and the other benefits of identifiable stamps being used would also be available. Perhaps the stamps were prepared by the dozens of sheets; perhaps only a sheet at a time was prepared. In any case, the later methods of cancellation were much easier to accomplish than were the early ruled lines.

Under the definition of the Precancel Stamp Society, the Harrisburgh precancels would qualify as provisional precancels. So we have the rather improbable situation that the 1861 stamps cataloged by Scott as being precancelled are not so by the Precancel Stamp Society definitions, and other 1861 period stamps, not so cataloged by Scott, do fit the P.S.S. definition well. As noted previously, the rather fuzzy lines of definition need resolution. In the meantime,

whether accepted by all as precancels or not, the Cumberland, Jefferson, Harrisburgh and similar classic stamps, properly used on cover, remain items adding to the interest of any specialized collection.

¹ *Report of Resolutions Committee; Resolution IV (1)*; which appears in *Precancel Stamp Society Yearbook/1968-1969*, p. 10.

² *Op. cit.*, IV (4), p. 11.

³ 1940, 16th edition, Part I, page 581.

⁴ As a point of interest, precancel collectors prefer the "one l" spelling of *precanceled*—it is not a matter of consistency or lack of it that we use *both* acceptable spellings in this article; rather, we wish to be correct on *both* sides of the fence!

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THE 90c GRILLED 1861 STAMP

The notes on Mr. Meyer Tuchinsky's 90c grilled with the layout lines and position dots brought a considerable response, Messrs. Elliott Perry, William K. Herzog and a few others reporting copies or commenting. At present there have been three singles (one unused), a used strip of three and a used block of four all reported as showing the layout lines and position dots. However our statement that the entire printing could have been one run is clearly nullified by it being pointed out that both the ungrilled and grilled exist in more than one shade. Obviously, this indicates several printings. However, the indication remains strong that most of the grills were made from the very first group of 1861 printings. Which is to say that when the existing stocks were grilled in 1867, the extreme bottom of the stack of sheets, undisturbed since 1861, being the last grilled, were the topmost sheets of the stack of grilled stamps. Thus, the first usages of the grilled 90c 1861 stamps were from the oldest printings.

Our attention was also called to the probability that the 90c plate could have been the last made in the bustle to get stamps of all the new issue into the hands of the public in the fall of 1861. Because of this rush, possibly, to theorize a bit, the 90c plate was never "cleaned up" to erase the layout lines carefully as is usually done before a stamp plate is first put to press.

The illustration on page 83 is not quite accurate, having been done on a cut as observed from a color slide. There are two errors. First, the horizontal line shown as passing completely across Washington's face actually is only a fragment in the margin at the left which protrudes into the design two or three mm. The right hand portion of the stamp does have the position dots as shown, but the central horizontal line does not show at all at that point. The other possible error stems from the fact there is no position dot at top right, although both the vertical line (very faint) and the lower right position dot do exist, the central position dot falling exactly on the stamp border above the "S" of cents as shown, and the lower position dot being visible only because the stamp has full perforations. From these dots and line, it may be shown that this stamp comes from a position in the left vertical row of the left pane, probably 91 L. The method of plate layout and the reasoning behind this statement may be better understood by reading pages 11-17 of Mrs. Maryette Lane's book on the Black Jack. Those pages discuss layout of plates such as Plate 18, from which the 90c was printed, and were written at least partially by Mr. Elliott Perry.

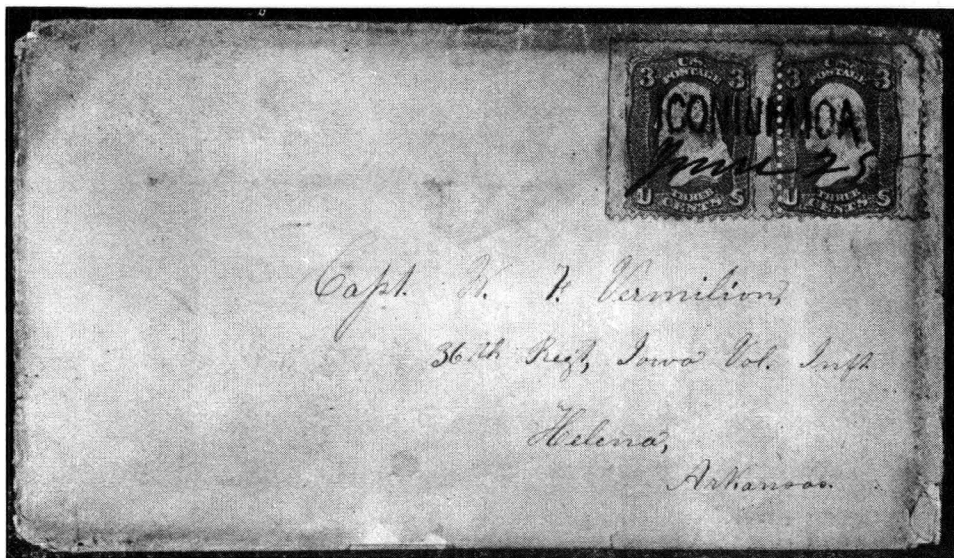
Mr. Perry advises us that he did indeed sell a 90c grilled on a "court house" (legal size, plus) cover with a 3c green many years ago, and that he believes one other 90c grilled on cover may exist.

The Period Editor had one other goof in reporting on Mr. Tuchinsky's 90c

grill. This was the comment that fewer of the stamps were used each year due to foreign rate decreases. While the number of 90c stamps used on collectible size covers undoubtedly did decrease, the records of delivery of stamps to post offices do not indicate this. As a matter of fact, the 86,510 90c stamps delivered in 1867 was the largest number between 1862 and 1868.

IOWA STRAIGHTLINES OF THE 1861 ERA

In the files of Mr. Henry A. Meyer were the photos of the two covers illustrated herewith. Both are from small towns in Iowa and both were probably submitted to Mr. Meyer shortly before his death. The Iconium Ioa. item is believed to have been submitted by Mr. Horace W. Poole. No record was apparently made of the owner of the other cover. The Iconium cover is of 1863 vintage, as proved by the backstamp "Received/ Cairo, Ill." of June 30, 1863. The year date of the Lynnville marking is not clear but is believed to be 1866.



FERNANDINA, FLORIDA

This rather mundane cover represents one of the more scarce occupation usages, according to the writer's records. Just three have been recorded in some six years of searching. Reports of other Fernandina covers would be appreciated by the Period Editor.

There are actually two possible occupation periods. The post office at this Florida town was possibly operated for a time immediately after the town was occupied by Federal troops on March 4, 1862. However, Fernandina was discontinued as a post office on Oct. 15, 1863, according to the National Archives' records. It was reopened on 27 April, 1863.



WATERWAYS ROUTE AGENT MARKINGS

This issue of the *Chronicle* presents Plate X of the current series of waterways markings from the Henry A. Meyer records which show the steamboat route agent markings other than the steamboat R.P.O.'s. The two plates we have skipped—Nos. VIII and IX, will appear in the next issue of the *Chronicle*. Plate X illustrates several new markings, stemming from the plates already published, plus full strikes of a few partials listed, plus strikes of markings listed by Mr. Meyer which he had not photographed. While there will undoubtedly be more reports, we felt that a full page of additions was best to publish now rather than delay further.

Most of the markings shown came from Charles Towle, but we wish to thank Alan Atkins and Leonard Turley for sending covers to check against photos or to fill "holes." Reports giving further data on various markings were also received from Dr. Donald B. Johnstone and others, some of whose data we apparently have misfiled. With respect to those whose names were not mentioned, please again advise us of what you have submitted.

We would also like to thank Alan Atkins for sending us, in Xerox form, a complete record of his waterways Kentucky covers. This has enabled us (since Mr. Atkins has advised us that the Xerox he uses duplicates exact size within 2 or 3 percent) to check the protographic records of Mr. Meyer for sizes of the markings. "Exact size" photography is not always exact; without original material for comparison, there is no way of knowing when photo records are off, even when dimensions are given. In fact dimensional measurements as taken by two different collectors measuring two different strikes from the same instruments (and with scales which may be 3 or 4% off correct scale—so much for plastic scales) can often read a marking a millimeter difference in the diameter. And letter height measurements may be even more uncertain. For example, letters in a marking may be, for example, $3\frac{1}{2}$ mm high. This dimension would probably

be reported by some as 3 mm; by some as 4 mm, and some as 3½ mm—neglecting those who read scales incorrectly. Just the same, where we are working from photographic records, we intend to use measurements as reports, just to avoid major errors and confusions.

PLATE X

Item	Description	Period
I-12	Listed in Plate I, but no picture. Tracing furnished by Charles Towle.	1878
II-3	Listed in Plate II, but no tracing. Tracing furnished by Charles Towle.	1883
II-3a	Submitted by Alan Atkins as II-3, but probably from a similar but slightly different instrument.	1884
X-1	GENEVA & WATKINS/AGT, 27 mm. Purple, WYD, Towle.	1880
II-11	Listed as partial in Plate II. Complete tracing from Charles Towle	—
X-2	JAMES RIV./AGT, 20 mm. black. With star in 21 mm circle killer, black. From Charles Towle.	Banknote.
X-3	MEM. & VICKS./AGT. 25½ mm., black. From Towle.	1879
X-4	MEMP. & VICKS./AGT. 26 mm., black. Negative "N" killer. From Charles Towle.	1884
X-5	MOBILE & N.O./AGT., Meas. and color not give.	Banknote.
X-6	M. CITY & N. IBERIA/ AGT. 26 Black. Towle.	Banknote.
V-6B	N.O.BAYOU GOU./AGT. 26, Black. Complete tracing (including correct wording) from Charles L. Towle.	1875
X-7	N.O. & VICKS. RIV. M., 34 mm, black. Meyer records.	1857
X-8	N.O. & Pt. Eads, M/S, black. Towle.	1878
X-9	N.Y. & BOSTON STMB & R.R.R., 36/37 mm. See Remele N11. This marking is a combination Steamboat & R.R. Terminal marking, according to Remele.	1857
X-10	Route Agt/April 5, M/S, (Kanawha R. Steamboat on Charleston, W. Va.-Gallipolis, O. route.) Towle.	1871
X-11	PORT T. & N. TACOMA/AGT., 25½ black. Towle.	1882
X-12	JESSE HOYT/ R. & D.B.R.R., 22-14½ D. Circle, black. Probably an agent, but not certain. The <i>Jesse Hoyt</i> was a steamboat on the New York-Port Monmouth run connecting with a railroad. Towle.	1860's.
X-13	ST. FRAN. & N.O./AGT., 26 black. Towle.	1876
X-13	THE D. & PORTL'D/AGT. (Type II) 26 black. Towle	Banknote.
X-15	THE D. & PORTL'D/AGT. (Type I) 26½ black. Towle.	Banknote.

THE STRANGE COLOR STORY OF THE 1861 ISSUE

CLIFFORD L. FRIEND

It has been several decades since most philatelists and students of the classical United States issue of 1861 realized that they were dealing with a most difficult aspect of identification for the various values of this issue when "color" was the guide. Color naming of this issue is quite confusing.

This was true in the days of John N. Luff; of Dr. Carroll Chase and Stanley B. Ashbrook and of more modern writers such as Elliott Perry, Lester G. Brookman and Jerome Wagshal. And it is certain that until better means of designating color exists, the problem of the 1861 colors will be with us.

In the interest of setting the stage for relating the story of the early colors of the 1861 stamps, a brief review of the events leading up to the issue is in order. When Postmaster Montgomery Blair took office, he soon learned that the contract, then held by Toppan, Carpenter & Co., for printing postage stamps, was to expire on June 30, 1861. He promptly advertised for bids on a new contract to become effective on July 1, 1861. However, it is doubtful that he realized at that time that a completely new set of designs would be required as soon as was the case nor that the old contract should not be extended as was often later done when time for preparing new stamps was short. He did, however, require



I-12



II-3



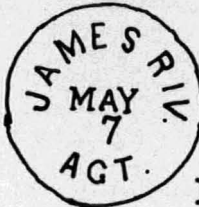
II-3a



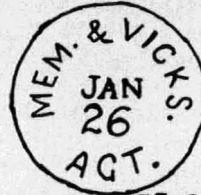
X-1



II-11



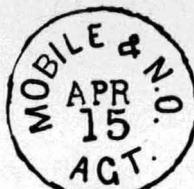
X-2



X-3



X-4



X-5



X-6



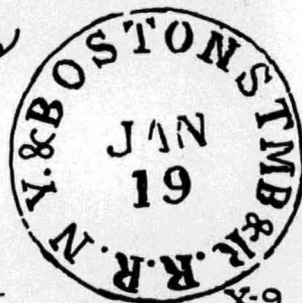
V-6B



X-7

Nov 9/88

X-8



X-9

*Route Agt
April*

X-10



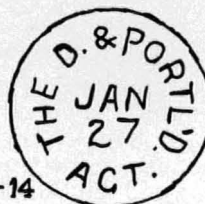
X-11



X-12



X-13



X-14



X-15

Plate X

that all bids were to be in by April 30, and required the accepted bidder would prepare designs and furnish proof impressions of the several denominations required.

The remainder of the events were about as detailed in the chronology of Reverend W. Brewster Willcox, as given in the *Chronicle* for February, 1970. This chronology indicates that a very large amount of work was done by the successful bidder, the National Bank Note Company, in a very short period of time. Here was a company, only in existence since the fall of 1859, who met the challenge of far older competitors very well. It seems obvious that the National Bank Note Co. wanted the contract for stamp printing very much indeed, for their efforts far surpassed those of any competitor. In fact (disregarding the actual status of the items), the National Bank Note Company made two complete sets of plates or more, for all values except the 24c and 30c and one or both of these were reengraved, all in the summer of 1861. The Postmaster General's report of December, 1861 called attention to the new contract with the National Banknote Company and pointed out that a savings of THIRTY per cent in the cost of the stamps would be realized annually!! When one muses a bit on this statement, he wonders if the National Bank Note Company, in their anxiety to secure the contract, might have made their bid too low. The Postmaster General's report also made mention of the desire to make distribution starting August 1, 1861, but, as we now know, from Mr. Elliott Perry's *Pat Paragraphs*, the first deliveries of the stamps were not made until August 15th or thereabouts.

The actual contract for the stamp printing was not signed until November 5th, 1861 although it covered printing of the stamps over a period from August 15, 1861 until August 15, 1867. Although the decision to place the new contract with the National Bank Note Company was undoubtedly made before May 10, 1861, the contract would probably have been signed in late July but for problems the new contractor had in providing stamps in the right colors—and maintaining these colors. In fact, J. Macdonough, the Secretary of the National Bank Note Company, had requested an extension from August 1st to August 15th in which to get the color of the 3c stamp straightened out, and to get an ample supply of this stamp printed in a satisfactory color. It was indicated that a supply of the 3c value had been printed in RED, which apparently had been causing the printers difficulty. Meanwhile, they had been experimenting with a CARMINE ink and had accomplished some degree of success with this particular formula on July 27. All of this probably explains the prevalence of pigeon bloods, deep and pale; pinks, rose pinks, and many shades not tagged with a color name, of the 3c stamp in the latter part of 1861. Although the 3c rose is known on covers used during the last four months of 1861, it really did not appear in quantity until January, 1862. No carmine 3c 1861 stamps are listed.

It may be significant to note here that the other denominations of the 1861 series, particularly the one, five, ten and twenty-four cent values, were all demonstrating a rather wide variation in color consistency during the latter part of 1861.

The one cent value was showing up in pale blue, dull blue, gray blue, slate blue and true blue.

The five cent value was exhibiting buff, brown yellow, olive yellow and mustard.

Disregarding the fact of the ten cent being printed in two different types—not pertinent to this discussion—it is known in dark green, yellow green, blue green and true green.

The twenty four cent ranged from deep violet through steel blue and into the shades called lilac. The correct sequence of printing of these colors is a subject of debate.

As time went on, the colors of the above values took on different "attitudes" as indicated by examples of bright blue, indigo and ultramarine in the one cent after 1861. The five cent was deliberately changed to a red brown, which also varied to a chestnut (not listed, but known to Ashbrook) and then to brown, and black brown.

The ten cent value probably showed less variation than the other values, and considerable variation is known on the ninety cents.

Last, but not least, the twenty four cent lost most of its "bluish" traits and tended more to the reddish and grayish colors after 1861, although how much of this is the changeability of unstable inks and how much actual variation is an unsolved problem.

Students of these stamps can have a merry old time with just the color aspects of the issue. And isn't it strange that with all the apparent problems in securing color consistency, the Post Office Department apparently never did take much issue with the National Bank Note Company after 1863, judging by the really poor quality 3c stamps seen on covers mailed toward the end of the war. Apparently Postmaster General Blair had other problems, and with the attention of the country on the War, the Post Office Department gladly took the savings in printing costs and did nothing to "rock the boat." A strange story!

A26; The Scott Illustration of the 5c Jefferson

Our good friend, Dr. C. E. Taft, called our attention the other day to the illustration of the 5c 1861 stamp in the Scott Specialized Catalog. Although the illustration is intended to represent the types of Nos. 67, 75, 76 and the grills, as well as the reprint, No. 105, it actually represents the latter. This may be told by the "notch" in the lathework, next to the outer border in the lower left corner which may only be found on the reprint. An explanation of this positive difference, discovered a few years ago by CeDora J. Hanus, appears in *United States Postage Stamps of the 19th Century*, Vol. 2, pages 38 and 39, by Mr. Lester Brookman. The catalog illustration clearly shows the characteristic of the reprint. No doubt the Scott editors used the sharpest, finest copy available from which to make the cut, and the fact that the stamp used was the reprint was of no moment, for as far as was then known, all the stamps of type A26 were exactly alike.

1847-1869 ISSUES

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

Towle-Meyer Catalog

(1) A valuable addition to the background information concerning railroad markings has been furnished through the courtesy of Mr. Edward Willard. The following was contained in the Nov. 1881 issue of *United States Official Postal Guide*:

"Order from the General Superintendent of Railway Mail Service-Washington, D. C. Oct. 20, 1881—General Order No. 68-Section 1—Nomenclature of Railway Mail Service Lines—In order to secure uniformity in the titles of Railway Post Office and Route Agents lines, Division Superintendents will designate them by their terminal points instead of the corporate title of the railroad. The post office at the North or East terminus (taking the general direction of the road) will be considered the initial office. Routes running from Northwest to Southeast, or from Northeast to Southwest, will be classed as North and South lines. When two or more routes exist between the same terminal offices, the most direct line will be designated by the names of the two terminal offices, and the other lines will be distinguished by the use of the name of the most important intermediate office as a part of their designation. This is rule established by Supt. Bangs in his order of July 16, 1874, and should in all cases be strictly observed."

(2) Catalog Addenda and Corrections

Through the courtesy of Messrs. Beals, Bernadt, Bond, Devol, Fingerhood, Germon, Graham, Heard, Kiener, Leet, Nielsen, La Perriere, Sampson, Skowlund, P.A.S. Smith, Edward Willard, Woodruff and Wyer we present herewith Plates XVII and XVIII and add the following new information to the catalog listings—

500-E-5 Add WYD 1886.

509-B-1 Add color—blue on #94.

554-S-1 Add WYD 1885.

Catalog Route 555—Add NOTE—See also Catalog Route 561 for Columbus-Cincinnati portion of route until 1872.

611-F-1 Add 1884.

617-C-1 Add WYD 1879.

622-C-1 Add 1877 with black E in circle killer. (See cut)

636-A-1 Add 1880.

692-B-1 In black-add 1867.

694-I-1 Add 'West'.

750-B-1 Add color-blue, 1878.

758-C-1 Add color-blue, Eighties.

761-A-1 reported with complete date logos.



622-C-1

Addenda—Plate XVII

Arkansas

456-H-1 27½ black, WYD 1884. 2 (St. Louis & Little Rock Night Line)

Texas

465-B-1 27 black, 1883. 8

Catalog Route 469: DENISON-MINEOLA-HOUSTON, TEXAS. MISSOURI PACIFIC R.R.—INTERNATIONAL & GREAT NORTHERN R.R.

Route Agents: Mineola-Troupe, Tex. 1873, 75, 77, 79-1 Agent; Denison-Mineola, Tex. 1882-2 Clerks; Denison-Houston, Tex. via Greenville and Mineola-1883-5 Clerks (344 miles)

Route Markings: 469-A-1 26½ black, Eighties. 4. Denison City & Troupe.

470-C-1 26½ black, 1887. 3

470-D-1 26 blue, Banknote. 6 Denison & Houston-Southern Division

483-F-1 26½ black, WYD 1884. 3 Texarkana & El Paso-Western Division

483-G-1 27½ black, WYD 1879. 4 Texarkana and Fort Worth



456-H-1



465-B-1



469-A-1



470-C-1



470-D-1



483-F-1



483-G-1



488-A-1



502-E-1



539-A-1



554-F-1



554-S-6



556-G-1



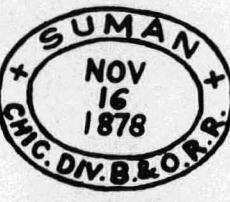
558-E-1



559-G-2



559-M-1



567-S-1



571-D-3



571-D-4



575-A-3



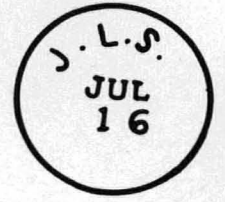
579-B-1



580-A-1



610-G-2



617-H-1

Catalog Route 488: WICHITA FALLS-FORT WORTH, TEX. FT. WORTH & DENVER CITY RWY.

Route Agents: Wichita Falls-Fort Worth, Tex. 1883-2 Clerks (115 miles)

Route Markings: 488-A-1 27½ black, WYD 1883. 7

502-E-1 26½ black, 1874. 3 Memphis and
Tennessee
Chattanooga
Kentucky

Catalog Route 539: RICHMOND-STANFORD, KY. KENTUCKY CENTRAL R.R.

Route Agents: Richmond Junction-Richmond, Ky. 1881-1 Agent; Richmond-Stanford, Ky. 1882, 1883-1 Agent (34 miles)

Route Markings: 539-A-1 27 black, Eighties. 9

Ohio
554-F-1 25½ blue, Banknote. Partial. 3 Cleveland & Pittsburgh
554-S-6 Octagonal Box 28½-23½ blue, WYD 1874. 8 Cleveland & Pittsburgh
556-G-1 25 black, Banknote. 2 Cleveland & Indianapolis.
558-E-1 27½ black, WYD 1886, 2 Cleveland, Youngstown & Pittsburgh
559-G-2 Open Circle—black. Banknote. 4 New York and Chicago Fast Mail—Third Division
559-M-1 26½ black, 1877. 2 Chicago & Toledo
567-S-1 D. Oval 31-22½ x 24-16 blue, WYD 1878, 1879. 2 Chicago Division, Baltimore & Ohio R.R.
571-D-3 27 black, WYD 1885. 2 Grafton & Cincinnati Night Line
571-D-4 26½ black, WYD 1886. 1 Grafton & Cincinnati Day Line
575-A-3 25½ black, 1882. 3 Columbus & Athens
579-B-1 25½ black, 1877, magenta, 1877, blue, 1876. 12 Canal Dover and Marietta

Catalog Route 580: TOLEDO-COLUMBUS, OHIO. COLUMBUS, HOCKING VALLEY & TOLEDO R.R. (Columbus and Toledo R.R.)

Route Agents: Toledo-Columbus, O. 1877, 79-2 Agents; 1881-1 Agent; 1882, 1883-2 Clerks (125 miles)

Route Markings: 580-A-1 26 black, Banknote. 4

Michigan
610-G-2 26 black, 1880. 3 Detroit and Chicago
617-H-1 24½ black, Banknote. Partial. 28 Jackson, Lansing & Saginaw (R.R.)

PLATE XVIII

619-C-1 27 black, WYD 1884. 2 Detroit & Grand Rapids
620-I-1 27½ black, Eighties. Negative S killer. Partial. 3 Petoskey and Grand Rapids (R.P.O.)
620-S-3 D. Circle 30½-20½ blue, WYD 1881. 15 Grand Rapids and Indiana
Note—Town name is mis-spelled.

623-F-1 26 black, 1871. 10 Chicago & Michigan Lake Shore
623-G-1 25½ black, 1882. Partial. 10 Pentwater & Nunica (Agt.)
636-B-1 26 black, 1878. Negative E killer. 6 Kalamazoo & South Haven

Catalog Route 642: TRENTON-ADRIAN, MICH. CHICAGO & CANADA SOUTHERN R.R.-LAKE SHORE & MICHIGAN SOUTHERN R.R.

Route Agents: Grosse Isle, Mich.-Fayette, O. 1881-2 Agents; Trenton-Adrian, Mich. 1882, 1883-1 Clerks (48 miles)

Route Markings: 642-S-1 Rectangle (37) x (28) blue, WYD 1873. Partial. 30. Chicago and Canada Southern.

Indiana
656-I-1 27½ black, WYD 1882. 9 Logansport & Sheldon
658-B-1 26 blue, Banknote. 10 Cincinnati, Hamilton & Indianapolis

Illinois
691-E-3 25½ blue, Banknote. Partial. 2 Chicago & Cedar Rapids
691-O-1 27½ blue, Sixties. 12 (On 2c Blackjack)
694-U-1 26 black, WYD 1885. 4 Chicago & Omaha Fast Mail
702-P-1 27 black, WYD 1883. 2 Chicago & West Liberty Day Line
708-S-5 30½ black, WYD 1863. 20 Illinois Central. (Same as Remele II-S-a)

Iowa
761-G-1 27½ black, WYD 1886. E killer. 2 Calmar & Chamberlain Eastern Division
764-B-27 black, Banknote. 8 Red Oak & Eastport
765-C-1 26½ black, WYD 1884. 4 Keokuk & Centerville

Catalog Route 777: CLARINDA, IA.-CORNING, MO. CHICAGO, BURLINGTON & QUINCY R.R.-KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS R.R.

Route Agents: Clarinda, Ia.-Corning, Mo. 1883-1 Clerk. (47 miles)

Route Markings: 777-A-1 27 black, WYD 1884. 6

Missouri
809-H-1 26½ black, 1876. 4 Hannibal & Fort Scott
810-G-2 26 black, Sixties. 12
810-S-3 D. Rectangle 26-24 x 22-20 blue, WYD 1925. 5 Chicago, Burlington & Quincy R. R.



619-C-1



620-I-1

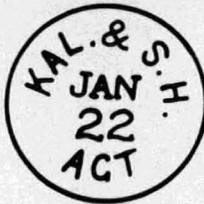


620-S-3

C. & C.S. R.Y
GROSSE ISLE, MICH
SEP
1
1873



623-F-1



636-B-1



642-S-1



623-G-1



656-I-1



658-B-1



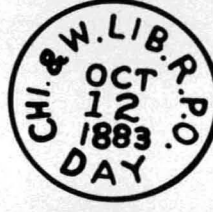
691-E-3



691-O-1



694-U-1



702-P-1



708-S-5



761-G-1



764-B-1



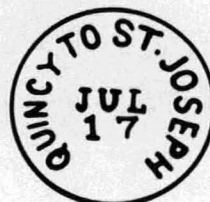
765-C-1



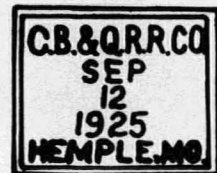
777-A-1



809-H-1



810-G-2



810-S-3

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

A "SHORT PAID" LETTER THAT WAS OVERPAID

Mr. Henry S. Nowak, RA 491, reports the cover illustrated as Figure 1. This letter originated in Boston addressed to "Mr. Morris G. Smith/On board Am. Barque Peach-Capt. Geriemar/Care American Consul at/Elsinore Denmark." It is prepaid 24c by a 24c stamp of the 1861 issue (Scott #78). The Boston exchange office marked it in black with "BOSTON/18/MAY/6" (Blake & Davis #848, p. 179).¹ The stamp was cancelled by a foreign mail killer (Blake & Davis #966, p. 195), and Boston also applied in black a "SHORT PAID" marking (Blake & Davis #859, p. 179). The cover also bears a "PAID/N. YORK BREM. PKT./slug/MAY/19" marking in red (USPM,² similar to #33, p. 97). There is also a large "17" in red, and a "FRANCO" marking. On the reverse is a clear circular "LUEBECK/3/6/St.P.A." mark and three blurred Danish marks, one of which shows "1866" clearly.

What is the significance of these markings? According to the *U. S. Mail and Post Office Assistant* the rates to Denmark in May 1866 were:

Bremen or Hamburg	20c (per ½ oz.)
Prussian closed mail (per ½ oz.)	31c prepaid; 33c unpaid
French mail	27c (¼ oz.); 54c (½ oz.)

The debit of 6c in the Boston marking fits only the rate by French mail for a letter weighing over ¼, but not over ½ ounce, when conveyed by British packet. A letter of this weight by French mail would have required a postage of 54c. The Boston office, therefore, marked the letter "SHORT PAID," ignored the 24c prepayment, and marked it to be sent as a double rate unpaid letter in French mail by British packet. This required a debit of two times the U. S. inland postage of 3c, or 6c. But at this point an impasse is encountered. The date in the Boston marking should relate to the sailing date of a British (Cunard) packet. Reference to the sailings of the Cunard line discloses that the *Scotia* sailed from New York on 16 May, and the *China* was to sail from Boston on 23 May 1866. Why, then, the date of 18 May?

There can be but one answer. Boston intended to send it by a Canadian (Allan line) packet. It will be remembered that French mail when conveyed

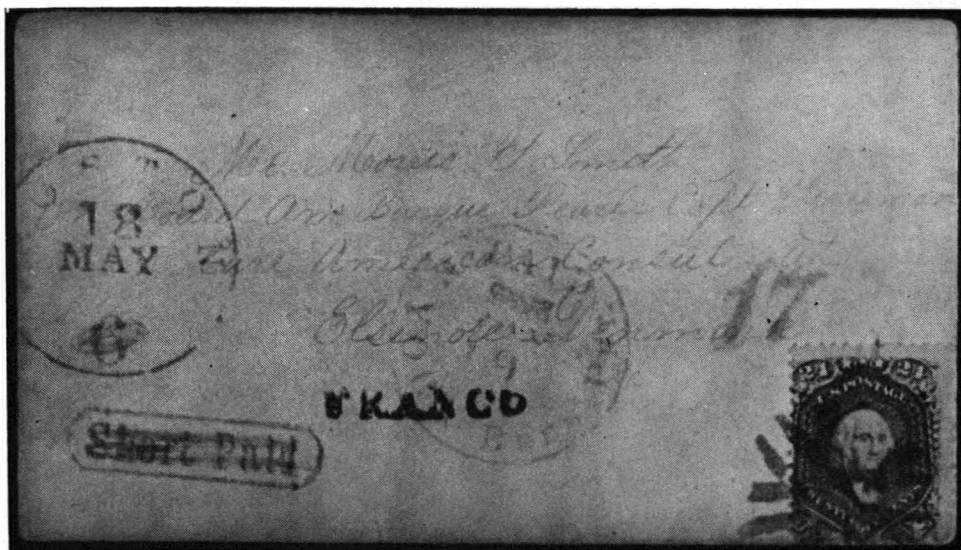


Figure 1.

by Canadian packets was to be treated as if it had been sent by British packets (see *Chronicle* No. 47, p. 31). The Canadian (Allan line) ships sailed on Saturdays, and it was about the second week in May, depending on the weather, that the Allan line transferred its sailings from Portland, Me., to Riviere du Loup, Quebec. Since 18 May 1866 was a Friday, the intention to send it by the Allan line is clearly indicated.

For some reason that can only be surmised, the letter was sent to New York instead. Either the Boston or New York office crossed out in blue crayon the debit of 6c in the Boston marking and "SHORT PAID." The New York office determined to send it by the *New York* of the North German Lloyd directly to Bremen. Since this ship sailed on 19 May, the "PAID/N. YORK BREM. PKT." marking was applied in red. The rate by this route was 20c per half ounce, and since this letter did not weigh over half an ounce, it was fully prepaid—in fact, overpaid by 4 cents. Of the 20c rate, the United States retained its inland postage of 3c, and credited Bremen with 6c sea, 1c Bremen inland, 5c uniform postage to the border of the German-Austrian Postal Union, and 5c transit to Denmark, for a total of 17 cents. This is indicated by the large "17" applied in red. This rate evidently paid to destination.

Thus, this cover, as it was first routed, was "short paid" by 30c, but as it was finally routed, overpaid by 4 cents. A most unusual situation.

There are, however, other aspects of this cover that deserve attention. It does not bear an "AMERICA/UBER BREMEN/FRANCO" marking. The absence of this marking indicates that it passed in closed mail through the Bremen office. The only closed mail through Bremen provided for by postal convention was mail addressed to the city of Hamburg. In that case, it was provided that New York make-up a bag for Hamburg which passed in closed state through Bremen. Covers sent in Bremen mail addressed to the city of Hamburg, therefore, do not bear an "AMERICA/UBER BREMEN" marking. It is known, however, that many details under the Bremen and Hamburg conventions were arranged between the Bremen and Hamburg resident ministers in Washington and Postmasters General of the United States. The reduction of the U. S. inland postage from 5c to 3c on mail conveyed by the North German Lloyd, for example. When arrangements were made in this manner, there is no documentary evidence explaining them. That they occurred, however, is evidenced by covers.

The only German exchange office marking on the cover is that of Lubeck. Lubeck was not an exchange office under any postal convention made with the United States. It has been observed, however, that exchange offices were sometimes created by post office agreement when their function was confined to the receipt and distribution of mail. In the United States, San Francisco was listed in the *U. S. Mail and Post Office Assistant* as an exchange office for British mail long before the additional articles that created it an exchange office were signed. The same source lists Baltimore as an exchange office for French mail although there were no additional articles to the U. S.-French convention creating it an exchange office. Although rare, Baltimore exchange office markings have been seen on incoming French mail letters, but none on outgoing mail. On Prussian closed mail addressed to the Scandinavian states, Hamburg markings are seen on covers which bear no Aachen marking, yet Hamburg was not an exchange office for Prussian closed mail. After the Verviers-Cologne office was created for Anglo-Prussian closed mail in 1862, the marking of this office is sometimes seen on Prussian closed mail covers addressed to Russia, and these covers also bear no Aachen marking. This leads to the conclusion that additional articles to conventions were necessary for the creation of an exchange office which was to correspond (exchange mail) with a designated foreign office, or offices. These offices would not only receive mail, but would also dispatch it. It appears, however, that when the function of the exchange office was confined to the receipt and distribution of mail, additional articles to conventions were sometimes not deemed necessary.

The evidence of this cover indicates that the New York office made up a Danish mail which was sent in closed state through Bremen to Lubeck. The

letter-bill for this mail must have been sent directly to Bremen, and a copy to Lubeck. The Lubeck office checked the mail against the copy, marked this letter "FRANCO," and forwarded it to Denmark.

Footnotes

¹ Blake, Maurice C. and Davis, Wilbur W., *Postal Markings of Boston to 1890*.

² Simpson, Tracy W., *United States Postal Markings and Related Mail Services—1851 to 1861*.

TWO COVERS EXPLAIN EXCHANGE OFFICE PROCEDURE

GEORGE E. HARGEST

The cover illustrated as Figure 2 was posted in Newburgh, Ohio, addressed to Stuttgart, Wurttemberg, and endorsed "pr Steamer via Bremen or Hamburg." Unfortunately, the date in the postmark is illegible. It is correctly prepaid 15c by stamps of the 1861 issue. On the face are two New York packet markings, one superimposed over the other. These have been separately traced and are illustrated beneath the cover. Also on the face is a blue "AMERICA/UBER BREMEN/FRANCO" marking applied at Bremen. On the reverse is a clear, circular (19 mm.) marking reading, "D1/8/10." This was evidently applied by the Bremen office at the time the letter was forwarded to Wurttemberg. There is also the remnants of another circular marking, completely illegible. There are two transit markings with dates too indistinct to read.

In the November 1968 issue of the *Chronicle* (No. 60), p. 151, is illustrated a cover reported by Mr. Lester L. Downing, (R.A. 117), and the reader is requested to refer to it. Upon inquiry, Mr. Downing states that the reverse of his cover bears a circular "AUSG./7/10" marking. This indicates that the letter arrived in the Bremen office on 7 October (1866). It also bears a smaller circular mark, indistinct at top, but clearly showing "8/10." This marking and the "D1/8/10" marking on Figure 2, indicate that both of these covers were forwarded by the Bremen office on 8 October (1866), one to Thuringia, and the other to Wurttemberg. One finds difficulty in escaping the conclusion that both letters arrived in Bremen in the same mail.



Figure 2.

The cover illustrated on page 151 of *Chronicle* No. 60 bears a "N. YORK 6 U.S. PKT./PAID" marking dated "SEP/20" which is identical in every respect to that appearing on the cover illustrated as Figure 2. But the cover illustrated as Figure 2 also bears a "N. YORK 12 BREM. PK./PAID" marking dated "SEP./22." This seems to say that this cover was not sent by a U. S. packet on September 20, but was sent by a Bremen packet on September 22, (1866). Yet the marking on the reverse of the cover indicates that it arrived in Bremen in the same mail as Mr. Downing's cover which was sent by a U. S. packet on September 20, (1866). How could such a situation exist? The answer to this question undoubtedly rests with the operational procedures of the New York exchange office.

The annual report of the Postmaster General for 1864 stated that there had been a total of 6,438,108 letters exchanged between the United States and European countries. Of this total, 3,315,569 were sent from the United States, while 3,122,539 were received from Europe. This represented an increase of 834,977 over the number reported in 1863.¹ The annual report for 1866 stated²:

"The number of letters exchanged in the mails with foreign countries was 9,430,546; of which 4,886,916 were sent from, and 4,543,630 received in the United States. Of this number 8,564,847 were exchanged with European countries, an increase of 1,851,330 over the number exchanged in 1865."

Thus, between 1863 and 1866 there had been an increase of 2,961,716 in the number of letters exchanged between the United States and European countries. This represented an increase of about 53 per cent over the 1863 level.

During 1866 the various mail steamships made 292³ trips from United States ports to Europe. Since in 1866 there were 8,564,847 letters exchanged with European countries, about half of which, or 4,242,424, were sent from the United States, the mail steamers were, on the average, conveying 14,666 letters per trip. The deviation from this average, however, must have been large, and it is not inconceivable that as many as 20,000 letters were carried on some trips.

How did the exchange officers meet this tremendous increase in the volume of mail? Obviously, they hired new employees. But new employees alone would not have sufficed. Consider the making-up of a French mail to be conveyed to Southampton by a Bremen steamer, for example. This mail was dispatched to the French exchange offices of Havre, Paris, and the travelling office, Calais to Paris, and a separate bag (or bags) was sent to each office. It was provided⁴ that all letters addressed to the city of Havre, be sent to the Havre office. Letters addressed to the French departments of de l'Aisne, du Nord, de l'Oise, du Pas-de-Calais, de la Seine Inferieure, and de la Somme, were sent to the Paris office. Letters addressed to the rest of France were sent to the travelling office, Calais to Paris. A "green" employee would have had to have looked up the department in which the town addressed was located for practically every letter handled before he could assign it to the proper bag. An experienced clerk, on the other hand, would have to look up the departments for only a few letters.

But if new employees could not be used for the sorting of letters, they could be used for the weighing, marking, and counting of letters. Given a scale, they could weigh a letter and mark it in the upper left corner with the number of rates. Given a handstamp set with the proper debit or credit and the date of the next dispatch of the particular mail, they could mark letters. When a convenient number had been accumulated, they could wrap them in packages using paper of the proper color, say, pink for prepaid, white for unpaid, yellow for returned letters, etc. While the mere counting of from 15,000 to 20,000 letters on the day of sailing would have required a large number of man hours, wrapped packages marked with the number of letters they contained would have required little time to count.

It is, therefore, here contended that the exchange offices separated the skilled from the unskilled tasks, and made the making-up of the mails a continuous process.

After the Bremen mail was dispatched on 15 September 1866, therefore, it

is not unlikely that the date in the Bremen handstamp was changed to 22 September when the next Bremen mail would be made-up. Letters to be sent in the Bremen mail were accumulated at the foreign desk where the Bremen mails were made-up. From time to time, clerks weighed (when necessary), marked, counted, and wrapped these letters. Thus, sometime between 15 September and 20 September, the cover illustrated as Figure 2 received a New York Bremen packet marking dated 22 September.

At the beginning of each month the Post Office Department furnished the exchange offices with a schedule of steamship sailings by which the mails would be dispatched. This schedule, probably in abbreviated form, was published monthly in the *U. S. Mail and Post Office Assistant*. The schedule, as published in the September 1866 issue of the *U. S. Mail*, shows a Bremen line departure from New York on 15 September with mail destined for "Europe via Southampton and Bremen." Also on 15 September was scheduled a Hamburg line departure with mail destined for the "City of Hamburg only." The next entry for a departure by the Bremen line is on 22 September with mail destined for "Europe (except French mail) via Southampton and Bremen." A Hamburg departure was also scheduled for 22 September with mail for the "City of Hamburg only." *There was no scheduled departure for 20 September 1866.*

The 15 September (Saturday) issue of the *Shipping and Commercial List and New York Prices Current*, however, shows the "U.S.M. steamer" *Baltic* as being "up" for Bremen on 20 September. Sometimes between 15 and 20 September the Post Office Department must have notified the New York exchange office that the *Baltic* of the North American Lloyd would carry a mail to Bremen on 20 September. The North American Lloyd (Ruger Brothers line) was of United States registry, not a foreign line under contract to the United States. The Act of 15 June 1860, Section 4,⁵ provided, in regard to the dispatch of mails, "That the preference shall always be given to an American over a foreign steamship when departing from the same port for the same destination within three days of each other." It was, therefore, mandatory that the Bremen mail be sent by the *Baltic*. The mail already marked to be sent by the Bremen (North German Lloyd) line on 22 September, therefore, had to be re-marked to be sent by a U. S. packet on 20 September. This was accomplished by striking the U. S. packet marking over the Bremen packet marking already applied. On letters that arrived after the sailing of the *Baltic* was announced, only the U.S. packet marking was applied. Letters that arrived after 20 September were sent by the *Hermann* of the North German Lloyd on 22 September, and bear a Bremen packet marking. Mr. Downing's cover must have arrived after the sailing of the *Baltic* was announced.

Footnotes

1 *Op. cit.*, p. 53.

2 *Op. cit.*, p. 5.

3 As reported in the *Shipping and Commercial List and New York Prices Current*.

4 Addition Articles to the Postal Convention of March 2, 1857, between the United States and France. Effective on April 1, 1861. 16 U. S. Statutes-at-large 895.

5 12 U. S. Statutes-at-Large 39.

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 66

Apologies for the ill-behaved gremlin who reversed the photographs in the May *Chronicle*, though I'm certain my alert readers caught the error.

The U. S.-French treaty of March 2, 1857, took effect April 1, 1857. Both covers illustrated were handled under provisions of this treaty. A basic rate of 15c between the United States and France was established with additional charges for places beyond France. In the case of Sardinia, in which Spezzia was located, the extra charge was 6c, for a total of 21c per single ¼ oz. letter. Prepayment was optional, but partial payment was not recognized.

Both letters were double under the treaty scale, as the manuscript "2" at the upper left indicates. The stamps did not perform any function on either cover, and were disregarded in rating the postage due. This was figured at 24 decimes (manuscript markings in center) or about 46c in U. S. currency as a double letter, or 2 lira 40 centesimi Italian. Exact reconciliation of the various currencies is usually impossible.

Several methods of transmission were available under the French treaty and the debit and credit markings varied in accordance with the method used. Direct mail could be transported by French or American packet. Mail via England could be carried by British or American packet. The rate remained the same by any of these routes.

The November cover was transmitted by American packet direct, as the octagonal French receiving postmark (incorporating HAVRE) characteristic of this service indicates. By this route the division was as follows: U. S. inland 3c, U. S. packet 9c, French inland 3c, excess beyond France 6c, for the 21c total. Of this amount, the United States received 12c and France 9c, hence the debit of 24c in the New York postmark for a double letter. Since the letter was unpaid, this postmark was struck in black to indicate a debit to France. Red was used on prepaid letters.

The May cover also went by American packet, but via England, as the French receiving postmark shows. The "AM. A. C." postmark occurs only on American packet mail received from England. The total postage was divided: U. S. inland 3c, U. S. packet 6c, British transit 3c, French inland 3c, excess beyond France 6c. The United States received 9c of the sum and the balance of 12c was retained by France, who accounted to England for the British transit rate. Thus the debit in the New York postmark (again in black) is 18c for a double letter. Recognition of the "debit" feature of the postmarks is critical to a proper classification of these covers, since, had they both been prepaid, the amounts in the postmarks would have been "credits" and would have been exactly reversed.

Why these two covers were mailed with 5c postage instead of unpaid or correctly prepaid cannot be positively determined. The direction "Via Liverpool Steamer" suggests that the writer intended them to go in the open mail via England, but this direction was not sufficient to insure such transmission, nor was such an option actually available in the postal tables and instructions. A few similar short paid letters were routed in the open mail (see "Short Paid Letters to France 1857-1858" by Melvin W. Schuh in *Chronicle* No. 51). The November letter was first mailed with only 3c postage, and the 1c pair added—apparently to make up the 5c rate by open mail. It looks as if the Terre Haute Post Office itself did not understand the proper rates and procedures. Additional examples of carelessness and ignorance at Terre Haute are evident on other covers from the Law correspondence.

The Richard Law to whom both covers were addressed was a native of Indiana and was appointed Passed Midshipman in 1847. Many interesting covers

exist addressed to Law in various parts of the world. Nearly all originated at Terre Haute or nearby. Readers are invited to report details of covers from the Law correspondence. If there is sufficient interest and response, an article devoted to this correspondence will be planned.

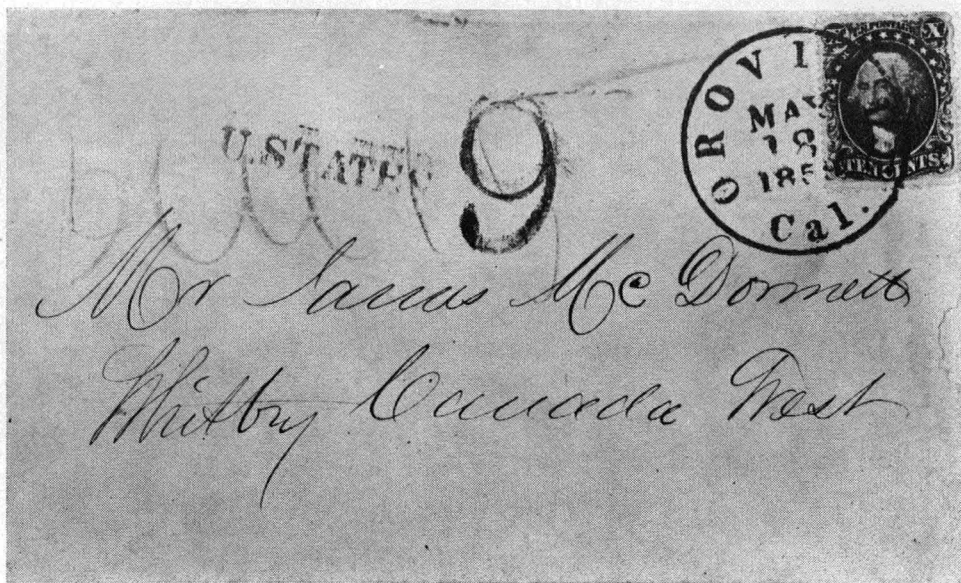
The Navy maintained squadrons in different areas of the world as protection for American commerce. The "Constellation" sailed in the late summer of 1855 to act as flagship for the Mediterranean Squadron and remained until early in the summer of 1858. Spezzia is on the northwest coast of Italy. In 1857, before the unification of Italy, it was within the boundaries of the mainland Kingdom of Piedmont, which, with the island of Sardinia, composed the Kingdom of Sardinia, or the "Sardinian States" as they were described in U. S. postal regulations.

Readers interested in the debate whether the "Constellation," rebuilt in 1854, is a true lineal descendant of the Navy's first ship or merely a nominal one may consult "The Hard-luck Frigate" by A. C. C. Whipple in *American Heritage*, February 1956, Howard I. Chapelle's *The History of the American Sailing Navy*, and Alexander Laing's *American Sail*.

Interesting letters and suggestions about these two covers were received from Tracy Simpson and Mort Neinken. Their help is much appreciated. I also wish to thank George E. Hargest for checking the accuracy of this analysis.

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Problem Cover for This Issue

The cover shown does not involve any obscure puzzles or require any esoteric knowledge. Nevertheless, it is an interesting postal history item. It was mailed at Oroville, Cal. on May 18, 1859, bearing a 10c 1857, type III, tied by the postmark. It was addressed to Whitby, Canada West, presently Ontario. The handstruck markings are in black. In addition there is a faint manuscript "Due 15" in blue crayon or pencil. What do the various markings signify and where were they applied? What function did the stamp perform?

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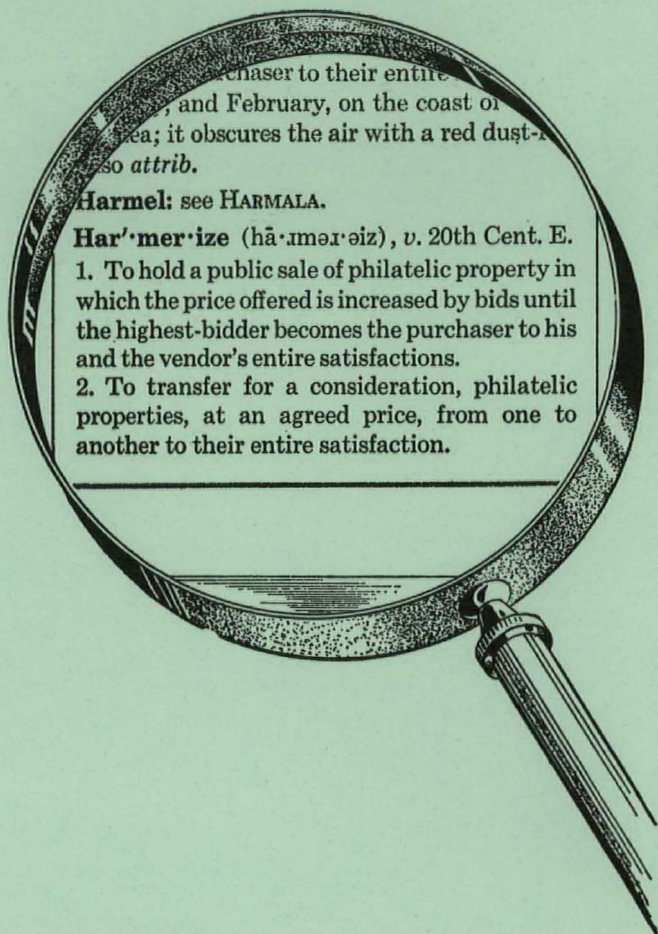
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