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The
Chronicle
of the U.S. Classic Postal Issues

November, 1970

Volume 22, No. 4

Whole No. 68

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- #32 — (10c Ty. II) — V.F.-S. Copy, neatly tied by "MARTINSBURG, PA.-MAY 8 (1861)" Pmk. to V.F. Orange cover to Canada, with orig. letter from minister discussing pending war, etc., **CHOICE & HISTORIC** — \$50
- #33 — (10c Ty. III) — F.-V.F. Copy (Side St. Ed.), Sideways on immac. Orange cover, tied by "PAID" in circle, Red "BOSTON, MS.-Dec. 4, 1858" Pmk., **BEAUTY** — \$30
- #35 — (10c Ty. V) — V.F.-S. (3 wide margins) Copy, tied by unclear "PAID" in grid cancel to immac. White cover, with Red "U. STATES-6" Horseshoe & Red "Boston, Ms.-10 Cts-Nov. 21, 1862" Pmk. & Mms. "EXPRESS MAIL VIA ST. JOHN" to Nova Scotia, **A GEM** — \$35
- #36 — (12c) **PAIR** & #26(3c) — Tied on V.F.-S. 3c #U-10 Entire, by Black grids, with Black "SAVANNAH, GA.-AUG. 20, 1858" Pmk., RED-"N.Y.-24" Pmk., **Black French Rec. Pmk.**, via British ship to **FRANCE**, **Fresh & Beautiful** — \$60
- #37 — (24c) — Perfs just nip bt., sharp Red grid cancel, on V.F. White cover, with sharp Red "NEW-19-YORK-Nov. 18 (1860)" Pmk., "PER EUROPA" to **England**, **STRIKING ITEM**, Cat \$180 — \$95
- #37 — V.F. — S. copy, tied by Red grid to Fine Blue folded letterhead with horiz. crease, vivid "NEW-19-YORK-Oct. 30 (1860)" Pmk., "Pr. ARABIA" to "DUBLIN", **MOST ATTRACTIVE** — \$135
- #37 — (2 Copies) — F.-V.F. cent., tied by rich Red grids to V.F.-S. clean White cover with Red "38-N.YORK BR. Pkt.-Jan-22 (1851)" Pmk., **A REAL BEAUTY**, Est. Cat. \$400 + — \$285
- #38 — (30c) — Off center, tied by Red grid to V.F. White folded lettersheet, faint fold. crease, clear Red "NEW-PAID-YORK-12, Mar. 16 (1861)" Pmk., **Black "P.D." & French Rec. Mark** by Am. ship to **FRANCE**, **Clean & Most Attractive**, Cat \$200 + — \$125
- #38 — F.-V.F., Nicely centered, tied by Black grid & "WASHINGTON, D.C." Pmk. to V.F.-S. tiny White cover with Red "PD", "NEW-PAID-YORK-24, Jan. 16 (1860)" Pmk., & **French Rec. Pmk.**, "Per **STEAMER CANADA**" to "PARIS", **Neat & Cute** — \$140
- #38 — V.F. copy, tied by Black grid to immac. Orange cover, pmk. octagon "PHILADELPHIA, PA-SEP. 21" Pmk., Red "AACHEN 10 FRANCO" & Red "N. YORK AM PKT-7 PAID-Sep. 22" Pmk. to **GERMANY. A BEAUTY** — \$250
- #38 — **Hor. PAIR**, St. Edge-Rt., tied by Black "NEW YORK, N.Y.-Oct. 23 (1860)" Pmk. on fine Blue folded lettersheet, **Black "14"** with Mms. line thru it, to **MEXICO**, Est. CAT. \$500 + — \$225
- #38 — **Hor. PAIR**, (Upside down), & #37 (St. edge-RT), tied on Blue folded lettersheet by Red grids & Red "N. YORK-Br. Pkt.-PAID-Nov. 21 (1860)" Pmk., Red "P.D.", **Black French Rec. Pmk.**, "72" in **Magenta ink** (credit to England), "Per Persia Via France" to **ITALY**, 2 lines of 5-line address inked out, 4 x 21c rate, **RARE & ATTRACTIVE**, Est Cat. \$750 — \$350

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Classified Advertising

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

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

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Boyd's City Express — the Patton reference collection including genuine (148) and forgeries (over 300) mounted and written up in one album. **\$220**

— a collection of 14 covers 1844-82. Includes the world's worst copy of type I. **\$250**

Philadelphia Telegraph Despatch: 1848, very rare Scott 138LI. Some eight copies known. Ex Caspary. **\$420**

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Sanitary Fair stamps: 1863-64. The D. S. Patton collection including the genuine Albany 10c. rose, 10c. black; Boston 10c. green (complete and fine appearance but thin); Brooklyn 5c. (2) and 10c.; New York 10c. (3); Philadelphia 10c. (3), 20c. (3) and 30c. (3), ten die proofs (? all reprints), five plate proofs; Springfield 10c. (5, one very fine, 3 fine). Also forgeries (26) and bogus posts (11). **\$540**

Porto Rico: 1898 a complete mint sheet of ten of the Coamo 5c. provisional. **\$660**

All offered subject to being unsold.

Enquiries to *David Muscott*; when writing please mention that you saw this advertisement in "*Chronicle*"

THE 1847-'51 PERIOD

CREIGHTON C. HART, Editor

1847 COVERS FROM IOWA

CREIGHTON C. HART

There are no 10c 1847 covers postmarked from Iowa.

That is a broad and daring statement because 1650 ten cent stamps were sent to the six Iowa post offices that received supplies of our first issue. Three of these, Burlington, DuBuque, and Keokuk reordered the 10c denomination. The St. Paul post office received 1200 ten cent stamps, and Iowa is the only state and Minnesota Territory the only territory from which no 10c covers are known.

Iowa was one of our sparsely settled frontier states having been recently admitted to the Union on December 28, 1846. Iowa '47 covers are necessarily uncommon because only 4900 fives were sent to only six Iowa post offices with the 1650 tens.

The following information about the number of stamps, the date sent and the date received is from the official "Record Book of Stamp Shipments to Postmasters July 1, 1847 to June 30, 1853."¹

<i>Post Office</i>	<i>Earliest Dates</i>		<i>Total Quantities</i>	
	<i>Sent</i>	<i>Received</i>	<i>5c</i>	<i>10c</i>
Burlington	Nov. 16, 1849	Nov. 29, 1849	1,600	500
DuBuque	Jan. 5, 1850	Jan. 17, 1850	1,200	500
Fairfield	May 24, 1850	June 5, 1850	400	100
Farmington	Nov. 27, 1849	Dec. 13, 1849	300	100
Keokuk	Aug. 14, 1849	Aug. 25, 1849	1,200	400
Mt. Pleasant	July 26, 1849	Aug. 7, 1849	200	50

The first supplies were sent to Mt. Pleasant but not until more than two years after the stamps were issued. The stamps were usually in transit about 11 days from Washington, D. C., but the shipment to Farmington on November 27, 1849 took 16 days probably because of stormy winter weather.

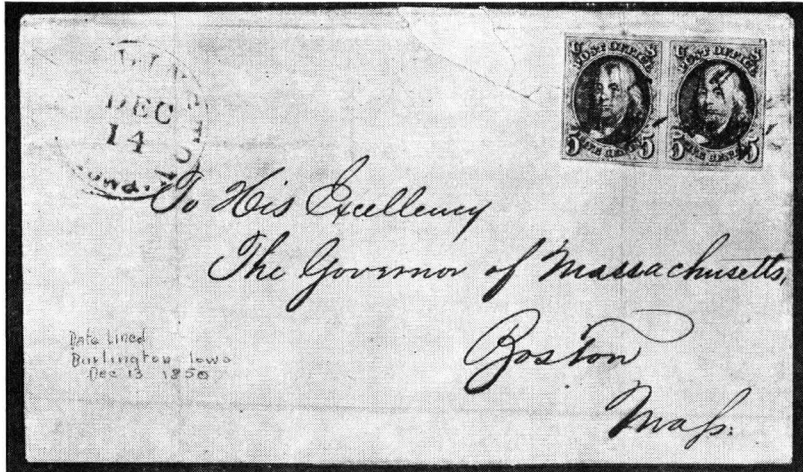
It may seem strange that no stamps were sent to Des Moines, or to Fort Des Moines, as it was listed in the Post Office directory. However, Fort Des Moines was a small settlement in 1850 with only a few hundred inhabitants. The capital of Iowa was located in Iowa City from 1842 to 1857. Davenport didn't receive any stamps either and it was a busy, populated, river town midway between Burlington and DuBuque. An 1847 cover may yet turn up from Davenport because it was not uncommon for postmasters to purchase stamps from nearby post offices.² Much of the mail from river towns was commercial mail addressed to eastern business firms requiring the ten cent rate for over 300 miles. If a 10c cover from Iowa ever turns up I expect it to be from Burlington or DuBuque and even Davenport is a possibility.

There are seven 5c 1847 covers known from Iowa and all except two pay the single 5c rate. The cover from Burlington to Boston has a pair of 5c stamps as does the cover from Keokuk.

The seven 5c 1847 covers are:

February 11, 1850	red	Burlington to Ottumwa.
March 16, 1850	red	DuBuque to ?
December 14, 1850	red	Burlington to Boston.
January 21, 1851	black	Ft. Madison to Iowa City, Iowa.
April 10, 1851	bk ms	McGregor's Landing to ?
May 16, ?	red	Burlington to DuBuque, Iowa.
? ?	?	Keokuk to ?

An eighth 5c cover dated November 1848 postmarked in blue "Bloomington,



Burlington, Iowa. This is one of two covers paying the 10c rate for over 300 miles. There are no Iowa covers known with a 10c 1847 stamp.

Iowa" and addressed to DuBuque was sold in a John A. Fox auction on Jan. 29, 1952. Stanley B. Ashbrook examined this cover at a much later date and declared that the stamp had been added. The stamp has been removed and the cover no longer exists as an 1847 cover from Iowa.

Elliott Perry in the March 1938 issue of his "Pat Paragraphs" accurately wrote of Iowa 1847 covers, "The small total—only 6,550 stamps—accounts for the rarity of Iowa covers bearing them. A few 5c are known on covers from Burlington which was a town of 4,082 in 1850." Iowa postmarks of this period have the "Iowa" spelled out, not abbreviated. Indiana is abbreviated in its postmarks as "Ia" which can be mistaken as an abbreviation for Iowa. This is not expected to cause any difficulty for collectors because Indiana '47 covers are almost as scarce as are those from Iowa.

To date articles have appeared in *The Chronicle* about 1847 covers from Arkansas, Delaware, District of Columbia, Florida, Georgia, Minnesota Territory, Mississippi, New Hampshire, Texas, Vermont, Wisconsin, Wisconsin Territory and Panama. One or more additional covers have been reported for each of these areas except Arkansas, Minnesota Territory and Wisconsin Territory. If any collector has or knows of an Iowa cover that is not reported in this article, your editor would like to know about it—especially if it's a 10c cover.³ I consider the 1847 section a clearing house for information about 1847 covers. I enjoy hearing from collectors about 1847 covers not as yet listed in these articles and passing on any information I receive to our members.

Footnotes

¹ *Postal Markings of the United States, 1847-1851* by Mannel Hahn incorrectly gives Nov. 11th for Burlington and May 25th for Fairfield as the dates sent.

² See several letters (e.g. NOS. 56, 57, 77, 100, 104, 105, etc.) of Robt. Morris, postmaster of New York as edited by Winthrop Boggs in his book *Robert Morris Postmaster of N. Y.* A very few of these books are still available from the Collectors Club of New York.

³ Ten cent 1847 covers to Iowa are uncommon: four have been recorded so far (Jan. 13, 1848, Evansville, Ind. to Burlington; Mar. 16, 1850, New York to Keokuk and May x, 1851, Philadelphia to Burlington. A fourth cover was sold in Herman Herst, Jr.'s auction November 25, 1938 from New York to DuBuque. The date of usage is now known. In the catalogue for his auction May 7, 1970 his column headed "Down Memory Lane" lists a "10c 1847 superb on cover from DuBuque @ \$28.00." Herst writes me that the correct description of the lot should be "10c 1847, ultra superb, huge margins all 4 sides, tied to cover, New York to DuBuque, Iowa").

A fifth cover from Binghamton, N. Y. (Nov. 3, 18-x) to Mt. Pleasant, is not genuine.

GIVE YOUR SPECIAL KNOWLEDGE AND SHARE YOUR EXPERTISE WITH YOUR SECTION EDITOR. THE INFORMATION **THE CHRONICLE** CONTAINS FOR **YOUR** INFORMATION IS, REALLY, BASED ON A VARIATION OF THE "GOLDEN RULE."

U. S. EXPRESS MAIL — HUDSON RIVER MAIL

CREIGHTON C. HART

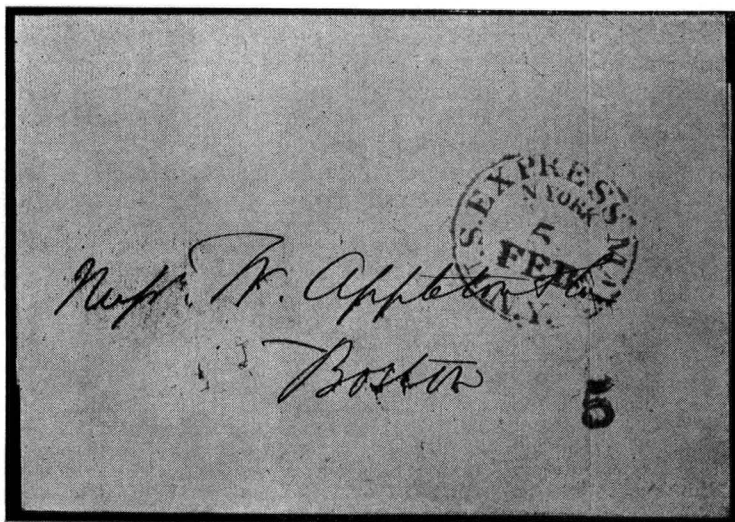
This year's May issue of *The Chronicle* reported on 1847 covers with U. S. Express Mail postmarks having either the "N. York" or the "Boston" logo. These are still the only two U. S. Express Mail postmarks known on covers with 1847 stamps. However, additional information related to these U. S. Express Mail postal markings has been given to me by several collectors.

Kenneth de Lisle has written a booklet, "Hudson River Mail 1804-1858," which reports on postmarks used along that important waterway. The U. S. Express Mail postmarks used on this river route have either the "N. York" or the "Albany" logo, but are not known after 1846. The "N. York" postmark used on the Albany Service is slightly different from the one used on the run from New York to Boston. The latter marking does appear on covers with 1847 stamps. Ken's detailed report identifies the circular "Hudson Riv Mail" as the successor to the "U. S. Express Mail" postmarks used on the New York-Albany run. This excellent, well-illustrated monograph is based on the W. L. L. Peltz collection of Albany postal history and was published in a limited edition by the Albany Institute of History and Art.¹

Two types of N. York and Albany logos are known on the New York-Albany route with the latest use being December 13, 1846, according to de Lisle. Ken also reports: "Collectors of United States postage stamps will look in vain for the Hudson River [U. S. Express Mail postmarks] N. YORK and ALBANY on stamps, or envelopes prepaid with stamps. These markings were no longer in use when the 5-cent and 10-cent stamps of 1847 were placed on sale."²

In a letter to me Ken also writes about the U. S. Express Mail postmark used between Albany and Buffalo. The latest use for this U. S. Express Mail postmark is July 31, 1847 and no '47 stamps were delivered to any rail route clerks until August 23, 1848,³ so covers with '47 stamps for this route do not exist. Ken says he "believes the 'Albany and Buffalo R R' was used exclusively after 8/1/47" on the Albany-Buffalo run.

Calvet Hahn has sent a stampless cover, dated February 5, 1851, with a



Similar to Blake's Boston 365A. This cover used February 5, 1851 has a N. York-U.S. Express Mail postmark with the day date above the month date. Does anyone have an 1847 cover with this type of postmark?

"N. York" logo that so far has not been reported with a '47 stamp. This postmark, with the day date over the month date is illustrated and was used on the well patronized New York to Boston run. I'd appreciate hearing from any collector having a 1847 cover with this postmark.

A second 1847 cover with the rare Blake 365A Boston logo has been shown to me by William Herzog. This cover is also a late usage, April 5, 1851, further supporting the theory that this type did not come into use until the spring of 1851.

Footnotes

¹ Obtainable at \$3.50 per copy from the Albany Institute of History and Art, 125 Washington Ave., Albany, N. Y. 12210.

² Kenneth R. de Lisle, "Hudson River Mail 1804-1858." 1969, p. 46.

³ "Record Book of Stamp Shipments to Postmasters July 1, 1847 to June 30, 1853," p. 77.

"DOT IN U" — "N. Y. GRID"

CREIGHTON C. HART

An article with this same title appeared in the August 1969 issue of *The Chronicle* and presented brief comments on both subjects. The present article is to report additional information to that contained in the August issue.

On June 10, 1969 a 5c 1847 cover was consigned to and offered by the Robert A. Siegel Galleries and the stamp was described by its owner as being the "dot in U" variety. This was a surprising occurrence because the story of this variety—the 5c 1847 stamp with "the mysterious moving dot"—was told in an article in the February 1969 issue of *The Chronicle*. The conclusion reached on the basis of the brief evidence available was that the "dot in U" was an ink variety which was not constant. Therefore the appearance of a second cover with a stamp showing this ink variety was unexpected.

This second cover was purchased by your editor who submitted it to the Philatelic Foundation. The Foundation found that the 5c stamp on this cover was not the "dot in U" variety. The cover was posted on July 6, 1848, so that it probably came from old stock of the first printing, the same printing which produced the "dot in U" variety on a cover from Middlebury, Vt., dated Oct. 9, 1847, which the Foundation certified as genuine. The second order for '47 stamps was not given until May 13, 1848, and delivery was usually two to three weeks later. Stamps from the second printing were probably in the post offices by the middle of June 1848, but the stamp on this cover used July 6, 1848, appears to be from the first printing.

As the evidence now stands, there are only two "dot in U" copies known. One is in the plate proof sheet and the other the 5c stamp on the cover used Oct. 9, 1847. The dot is in a slightly different spot and of a slightly different shape in each copy. Although the cover illustrated here does not have a stamp with "dot in U," the stamp does show a trace of color in the U, and this trace was probably produced by circumstances similar to those responsible for the "dot in U".

There is nothing new to report on the "N. Y. grid". Unless the unexpected happens, it is safe to say that the New York 13-bar square grid is known only in red on 1847 covers and that the 11-bar grid is unknown on 1847 covers from New York City. Both the 11-bar and the 13-bar square grids in black are known on covers from New York City posted very early in July of 1851, a date which just barely misses the stamps of the 1847 issue.

Next Issue:

Classic Combo Covers — Dr. Robert L. D. Davidson

1847 Combo Covers — Creighton C. Hart

**BACK ISSUES OF THE CHRONICLE ARE AVAILABLE FROM MELVIN W. SCHUH.
INQUIRE FIRST CONCERNING WHAT HE HAS AVAILABLE.**

THE 1851-'60 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

EDITORIAL

As we approach the end of Mr. Beals' serialized article on fort markings, it is appropriate to look forward to what is in the offing in future issues. In addition to the running compilation of "Newly Reported Markings," we are planning an article on the first perforation of U. S. stamps (with conclusions that differ radically from those of previous authors), one on plating the 3c Plate 15, and the beginning of a compilation of all known 12c bisects.

In planning future issues, we need two things from our membership. First, from all of you, we need to know what kind of articles you want. Even though you might not be willing or able to write an article on your favorite subject, tell us what it is. Perhaps we can find an author to cover it. Second, we need manuscripts from members on virtually any subject within our period. For instance, there is still a lot of plating and color work to be done on the perforated 3c and 5c as well as the higher values. Who will give us an illustrated article on identifying the reliefs of the 24c, 30c and 90c denominations? Let us hear from you, whether it be a letter suggesting a new subject to cover, or a manuscript for the printer.

T. J. Alexander

D. T. Beals III

MILITARY MARKINGS: 1851-1861

DAVID T. BEALS III, R. A. 248

Installment No. 5

REFERENCE

#61. "The Post on the Carson River U. T." by Kenneth S. Greenberg, WESTERN EXPRESS, October, 1969, p. 20.

THE MORMON WAR

According to Dr. Chase, in "UTAH TERRITORIAL MARKINGS. . .," Issue No. 19, the CHRONICLE, p. 2 et seq. (Ref. #1), most of the surviving military covers from Utah Territory during this period are from the correspondence of Major (later Major General) Fitz John Porter and Captain (later Colonel) Jesse Augustus Gove. Both of these officers accompanied the Utah Expedition sent by President Buchanan in 1857 to force the Mormons under Brigham Young to adhere to the laws and institutions of the United States. An army of about 2,000 men under Colonel (later General, C.S.A.) Albert Sidney Johnston, 2d U. S. Cavalry, was dispatched from Fort Leavenworth to Utah Territory during the summer of 1857. The so-called Mormon War of 1857-58 was largely a show of force which did accomplish its mission, in spite of some guerrilla activity on the part of the Mormons, which caused the Army of Utah to spend a very uncomfortable winter at Fort Bridger (Refs. #46 and #47).

Major Fitz John Porter served as Assistant Adjutant General to Col. Johnston during the Utah Expedition. He became a Major General in the Civil War, and was unfortunately dismissed from the service by his commander, General Pope, after the Second Battle of Bull Run. Thereafter, he tried his hand at gold mining in Blackhawk Point, Colorado Territory (Ref. #54).

Captain Jesse Augustus Gove commanded a company of the 10th U. S. Infantry on the Utah Expedition, and served in the West until the outbreak of the Civil War. Promoted to Colonel, he commanded the 22d Regiment of Massachusetts Volunteers, and was killed at the Battle of Gaines Mills on June 27, 1862 (Ref. #46). Fortunately for philately, both of these officers wrote their wives regularly.

FORT BRIDGER, Utah Territory

This post was originally built as a fur trading post by Jim Bridger, mountain man and scout, in 1842, and was located on Black's Fork of the Green River at the present town of Ft. Bridger, Wyoming. It was burned by the Mormons in October of 1857, just before Col. Johnston's force arrived in the middle of November. Jim Bridger leased the remains of his fort to the army on November 18, 1857, and mail service was started on December 1st. Fort Bridger was rebuilt by Major (later Major General) E. R. S. Canby, 10th Infantry, and was designated a permanent post by Col. Johnston as he departed for Salt Lake City on June 7, 1858. The post was a way station on the central route of the Overland Mail and the Pony Express. It served as a supply depot for the Army of Utah and protected the mail and express routes. Fort Bridger was abandoned on May 23, 1878, and was reoccupied in June, 1880, because of the Ute Indian uprising. It was finally abandoned on November 6, 1890.

There were three postal markings used during this period:

- 1) Fort Bridger UT May 22 in manuscript.

FORT BRIDGER, U. T.

March 1, 1858.

Diagram #26



Diagram #27

- 2) FORT BRIDGER, U. T. / March 1, 1858/ SL 10x51 (Diagram #26)
- 3) FORT BRIDGER U. T / D / C32.5 (Diagram #27)

Five covers with marking #1 have been reported, one used with a pair of S2 and dated Dec. 1, 1857 (just two weeks after the army arrived). Another one used with three S5s, two used with S5, and a cover with a pair of S5s and sent by Pony Express. This interesting cover is illustrated in Fig. 9.

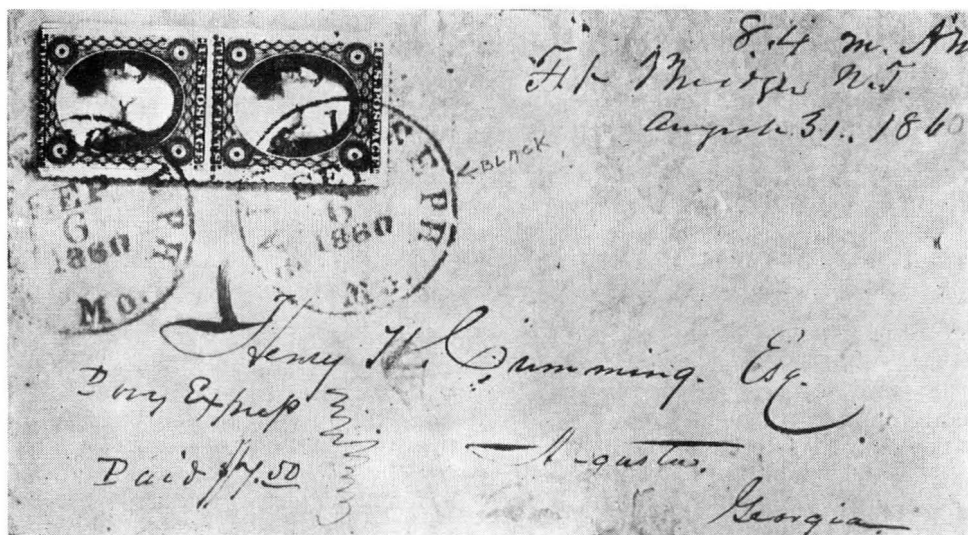


Figure 9.

A fabulous cover sent via Pony Express from Fort Bridger on August 31, 1860. Carmine St. Joseph pony marking on reverse. Courtesy of Basil Pearce.

Five covers with marking #2 have been reported; one used with a pair of S2 is illustrated in Fig. 10; one used with S4 is illustrated by Mr. Lester Brook-

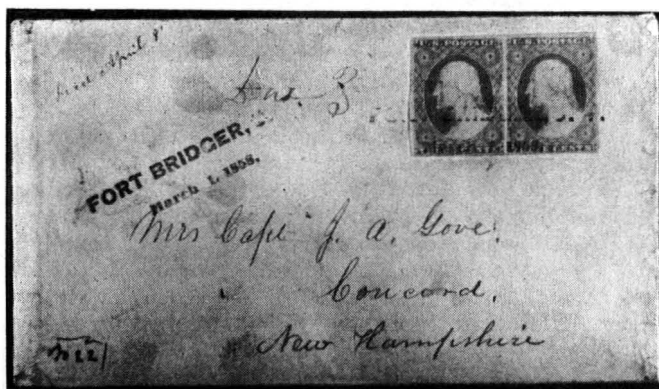


Figure 10.

An interesting example of the Fort Bridger straight line marking. Letter from Capt. Gove to his wife, "Mrs. Capt. Gove." Apparently a long (heavy-triple rate) letter. Courtesy Tracy W. Simpson files.

man (Ref. 60, p. 201), Mr. Stephen Rich (Ref. #45) and Mr. Stanley Ashbrook (Ref. #54); two used with a 3c Nesbit envelope, one of which is illustrated by Mr. Rich; and one used with S5. Much has been written about this interesting straight line marking (Refs. #1, Issue 19, #45, #59 and #60). Mr. Stephen Rich in 1945 (Ref. #45) called the marking a precancel and made a fairly good case for it. Dr. Chase (Ref. #1, Issue 19, p. 6) disagreed with Mr. Rich, particularly making the point that there is no uniformity in the envelopes, the postage used or the position of the markings on the covers, all of which would normally be expected in the case of a precancel. Your editors favor Dr. Chase's position, that it is not a precancel in spite of the fact that only the one date is known.

Five covers with marking #3, all used with S5 have been reported; of these, two are struck in red. This marking in black is less rare on the 1861 issue.

FORT CHURCHILL, Utah Territory

This post was established on July 20, 1860, on the north bank of the Carson River, about 25 miles east of Virginia City. It was named in honor of General Sylvester Churchill, the Army Inspector General. The mission of the post was to protect the adjacent mail and express routes, settlements and mining camps from the hostile Piute and Shoshone Indians. Fort Churchill became a way station on the Pony Express and a U. S. post office was established on October 9, 1860; it was operated until December 19, 1861 (Ref. #61). Fort Churchill was, however, garrisoned until September 20, 1869. There is one postal marking known:

- 1) Fort Churchill, U.T. Aug. 9, 1861 in manuscript.

Two covers have been reported, both probably used with a 10c 1857 stamp (the stamp on one of the covers has been replaced). One cover has been illustrated by Mr. Greenberg in Ref. #61.

CAMP FLOYD, Utah Territory

This post was established by Col. Johnston at the farthest point of march of the Utah Expedition (between Salt Lake City and Provo) on August 24, 1858. The Army of Utah was permanently stationed at Camp Floyd following Brigham Young's agreement with Col. Johnston that the Mormons would peaceably accept U. S. troops in Mormon territory if they were not stationed in Salt Lake City. Named for the then Secretary of War, John B. Floyd, the camp was re-named Fort Crittenden on February 6, 1861, when Secretary Floyd cast his lot with the Confederacy. The post was abandoned on July 27, 1861, and was briefly reoccupied by the 3d California Infantry in October of 1862. On October 26, 1862, Fort Crittenden was replaced by Fort Douglas, which was located on the mountain side above Salt Lake City, within cannon shot of the Mormon Tabernacle. There are three postal markings known:

- 1) Camp Floyd U T Dec 17 in manuscript.



Diagram #28



Diagram #29

- 2) CAMP FLOYD, U.T. / D / PAID 3 / C35. (Diagram #28)
 3) CAMP FLOYD U. T. / D / C26. (Diagram #29)

Four covers with marking #1 have been reported, all used with S5, one of which was illustrated by Mr. Emerson N. Barker (Ref. #47).

Five covers have been reported with marking #2, of which three are used with S5, one with a 10c imperf, and one on a 6c green Nesbit envelope. The S5 cover illustrated by Mr. Brookman on Page 215 of his book, *U. S. POSTAGE STAMPS OF THE 19th CENTURY* (Ref. #60), is the only complete impression of this marking that we have seen. It is possible that there may have been two versions of this marking, or that it was made with moveable type in the rim. The following partial explanation, presumably by Dr. Chase, is quoted from page 3, Issue 19 of the *CHRONICLE*:

"Variations occur doubtless caused by shifting of type. Earliest form is outlined by faint broken circle and distance between CAMP and FLOYD is $3\frac{1}{2}$ mm (see Ref. #60), and has PAID 3 at bottom of circle. Later examples show no trace of circle and distance between CAMP and FLOYD is 9 mm; also the PAID 3 is widely separated (perhaps by applying lower part of hand stamp only) on a stampless cover of April 1, 1859."

The next most complete impression we have seen is illustrated in Fig. 11 and shows about half of the rim, which is doubled. Also, the distance between CAMP and FLOYD on this impression is 9 mm. Your editors would very much like to hear from anyone who has any additional information on this puzzling marking.

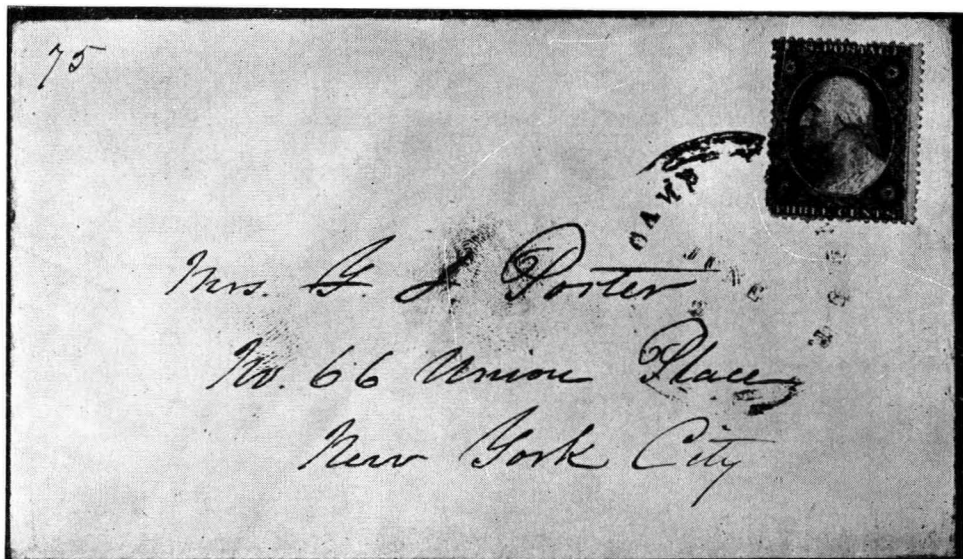


Figure 11.

A Porter cover showing the large Camp Floyd marking. Author's collection.

Nine covers have been reported with marking #3, six used with S5, of which one is illustrated by Mr. Barker (Ref. #47), two with pairs of S5, and one with S4 and S5 on the same cover.

CAMP SCOTT, Utah Territory

This post was a temporary encampment established by the Army of Utah on its arrival at Fort Bridger in November of 1857. Fort Bridger having been burned by the Mormons the previous month, few accommodations were available at the fort. Most of the army wintered at Camp Scott, which was presumably abandoned when the expedition moved on toward Salt Lake City in the summer of 1858. Two postal markings have been reported:

- 1) Camp Scott U T June 12th in manuscript.
- 2) CAMP SCOTT SL—size unknown.
 at
 Bridgers Fort, U.T.
 January 1st, 1858

Two covers have been reported with marking #1, both posted on the same date. One was used with S4 and the other with S5, which is illustrated by Mr. Barker (Ref. #47).

The second marking was reported in 1931 by Mr. D. A. Brosnan, a Boston dealer (Ref. #40), as used on a 3c Nesbit envelope. He did not provide any further information and we have seen no further reference to this cover. Does anyone have any additional information on it?

It may be interesting to compare the number of military covers from Utah listed by Dr. Chase in Issue 19, p. 2 of the CHRONICLE, with those reported in this study.

Covers Reported	By Dr. Chase	This Study
Fort Bridger #1 mss	2	5
Fort Bridger #2 SL	4	5
Fort Bridger #3 CDS	3	4
Fort Churchill mss	—	2
Camp Floyd #1 mss	2	4
Camp Floyd #2 large CDS	9*	5
Camp Floyd #3 small CDS	19*	9
Camp Scott mss.	2	2

*Note—Dr. Chase undoubtedly included stampless covers in these totals. Ye Ed has seen two stampless covers with marking #2 and three with marking #3.

We now illustrate in Fig. 12 a cover from a mystery camp. This is a Gove letter of this period and therefore must in all probability be a Utah camp (it could conceivably be Nebraska), as the record shows that Captain Gove served this entire period with the Army of Utah. Neither Mr. Tracy Simpson nor Ye Ed can read the name, and all posts listed in the postal guides (Refs. #52 and #53) have been covered above. Can anyone throw any light on this cover?



Figure 12.
 What camp is this? Courtesy Tracy W. Simpson files.

(To be concluded)

A FAKED YEAR DATE



(tracing)

Mr. Lester L. Downing sends a tracing of a fake 1852 year date on cover bearing an S2. The cover has a Boston townmark dated Feb. 1. Apparently the stamp was hit with a light strike of the normal Boston PAID obliterator and the faker painted in the year date. Mr. Downing offers the following proofs that it is fraudulent:

1. February 1, 1852, was a Sunday. Mr. Downing has never seen a Boston townmark used on a Sunday as early as this.

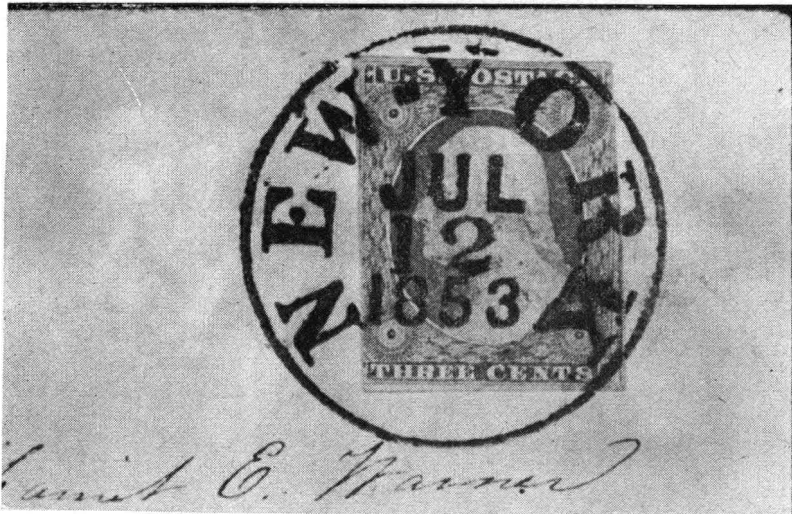
2. The stamp is in a characteristic 1854 shade rather than the 1852 brownish carmine.

3. Under a strong glass, the serifs on the top of the Boston PAID can be seen; there is almost a complete trace of the "A" and a faint trace of the "I."

SPEAKING OF FORGERIES

When is a forged docketing a danger to collectors? Obviously, when the facts recited in the docketing note materially increase the value of a cover. One of our members has recently shown Ye Ed a photostat of a cover with a rare southern townmark in association with an S5. The marking is perfectly genuine and of itself is a most desirable item. But some past owner of this cover was not satisfied with a good thing. He "improved" it by adding a docket note which, if genuine, would show that the cover had been used from the Confederate States. Such forged manuscript markings can usually be detected by the painstaking care with which they are written; the pen is raised many times in writing a line and it is consequently not free-flowing as in normal handwriting.

1853 NEW YORK CITY YEAR DATE



In whole number 62 (p. 54) an article by Mr. Hunter M. Thomas, Jr. discussed this marking and illustrated examples from each of the 15 days during which it was used, with the exception of July 12, 1853. He has now kindly supplied us with the illustration shown here, which makes our record complete.

THE U. S. EXPRESS MAIL CANCELLATION: ANOTHER NEW DISCOVERY

JEROME S. WAGSHAL

Editor's note: We endorse Mr. Wagshal's use of the word "cancellation" in this article and the previous article on the same subject, since his use of this word has been applied to the postal marking used to cancel a postage stamp.—R.L.D.D.

A little over a year ago I published an article in *The Chronicle*¹ presenting a new discovery—Scott's No. 13, the Type I of the 10 cent 1855, with U. S. Express Mail cancellation. At that time I noted that there were many varieties of the 1851 and 1857 issues which could possibly be found with the Express Mail cancellation but which the Scott Specialized Catalogue did not list with such a cancellation, and I stated that, "when one considers the total of all numbers on which the U. S. Express Mail marking could occur but is now unknown, the overall possibility of discovering new numbers with this cancellation becomes more likely. I think it is a prediction bordering on certainty that in the future . . . collectors will discover one or more new numbers with the cancellation."

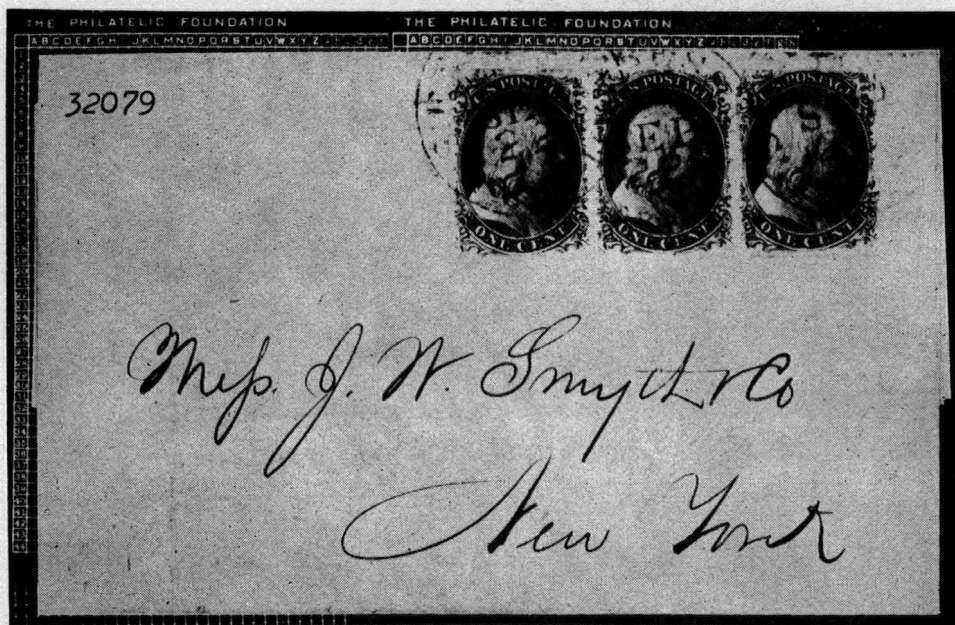


Figure 1

I am happy to report just such a new discovery. It is the Boston Express Mail marking used on a horizontal strip of three, 38, 39 and 40L1^e. See *Figure 1*. This item is a standard U. S. Express Mail usage—a piece of commercial correspondence on a folded letter sheet dated Boston, September 22, 1851 and docketed as received the following day. The stamps have been typed by the Philatelic Foundation, certificate No. 32079, as Types II, IIIa and IIIa. The Express Mail cancel is listed for the Type II but not for the Type IIIa, and thus this cover becomes worthy of a report.

For some reason I cannot fathom, the Scott Specialized Catalogue does not list any cancellation varieties for the Type IIIa from Plate 1^e. This becomes all the more curious because cancellation varieties are listed for the Type IIIa one cent stamp from Plate 4. Whatever the original reason for this inconsistency, I can see no present justification for it. The cancellation varieties of the Type IIIa from Plate 1^e deserve as much recognition as those from Plate 4 or, for that matter, as those of any other of the major catalogue varieties of the 1851 issue.

As for the rarity of this item, I do not recall seeing another example of the U. S. Express Mail cancel on a Plate 1^e Type IIIa stamp, but I would doubt that

this item is unique in that respect. The U. S. Express Mail cancellation on a combination pair of Type II and IIIa, however, is undoubtedly a rare usage. I would appreciate hearing from any reader who can report the U. S. Express Mail cancel on a Type IIIa from either Plates 1^e or 4, or on any combination pair in which one of the stamps is a IIIa.

In closing, I might mention that in the more than a year since I reported the Scott's number 13 with Express Mail cancel, I have received no report of another example of such a variety, and so far as I know it remains the only example of record.

Footnote

¹ *The Chronicle*, Vol. 21, No. 1, February, 1969, p. 12.

MORE ON UNPAID U. S. PICK-UP CARRIER FEE

In whole number 67, p. 111, Mr. Tracy W. Simpson reported that an unpaid carrier collection fee of the U. S. carrier service could be collected from the addressee when the mailings were from Boston and Philadelphia. The postmasters at these cities applied a "Due 1 cent" marking to avoid delaying the letter.

It had previously been thought that the time limits within which this usage was possible were August 20 to October 20, 1860. Mr. Edward T. Harvey now provides us with a photostat of a cover from Philadelphia with this marking dated August 16 (1860), extending the time period back by four days.

PLATE 1 LATE

Mr. D. A. Card reports a new early date of use for Plate 1 Late. The stamp is position 93R1^L. It is used on a cover from Syracuse, New York, on October 4, 1851, and is in a deep experimental orange brown color.

SALEM, MASS., CIRCULAR OBLITERATOR WITH DOTS



Mr. J. A. Lange Jr. sends a Salem, Mass., cover of about 1852 bearing 23R1^L obliterated with the well-known dots-in-circle of that town. It has not been illustrated in USPM because apparently it was merely one of many such obliterated. However, close examination reveals a dot in the center and that the surrounding dots conform to a definite geometric pattern, such as would be made by spiral cross-cutting in box wood. The obliterator is said to appear with the word PAID, only as shown, leading to the supposition that both the obliterator and the PAID were on a combination handstamp.

Salem was one of the few post offices where the postmaster apparently believed that double proof of rate and prepayment was a good thing to show on the envelope because for many years all townmarks on covers with stamps from Salem also showed the rate "3 cts," and the word PAID was also applied.

Henniker, N. H.

In No. 65, p. 19, we asked for additional information on the color of the double circle HENNIKER, N. H., marking reported by Mr. L. R. Campbell. Mr. Richard Celler, RA 647, reports the same townmark on a cover in association with S2 (not tied), and he confirms that the color of the strike is orange.

S2 RESEARCH

Mr. D. A. Card reports that he has seen and plated several copies of 8R2(L) which indicate that this position was surely entered with the C relief. The gash on the shoulder is very faint, and like fine lines on other positions, shows only on early and sharp printings. Such lines either polished away with use, or failed to reproduce with a change in ink quality or a relaxation of care in production in later years.

THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

As usual, we have a goodly number of reports and inquiries to report, which are always appreciated. We often speculate as to just how small this section would become without the stimulation caused by these reports—not to mention the reports themselves.

Mr. Charles J. Jones reports another Fernandina cover, and submitted Xerox prints thereof. His cover is dated Nov. 30, 1863. The earliest date reported was Oct. 27, 1863 (by Mr. Philip E. Baker). Mr. Jones calls our attention to a typo in the text, which stated that the post office at Fernandina had been discontinued on Oct. 15, 1863 and then reopened on 27 April of the same year. The correct date of discontinuance is Oct. 15, 1862 to set the matter straight.

Mr. Wm. Bornefeld and Mr. Cliff Friend have sent tracings of fancy cancels, as has Mrs. Josie Stultz, but we still need a few more of these to complete a page.

Mr. Philip E. Baker and Mr. David Jarrett have provided tracings of various town markings which will be used another time.

WATERWAYS ROUTE AGENT MARKINGS

With this issue of the *Chronicle*, are Plates VIII and IX, which complete the record of waterways Route Agent markings as recorded by the late Henry A. Meyer. It is assumed there will be additional markings to record, and in a future issue, we expect to start the waterways R.P.O. markings.

This issue also includes portions of a chapter Mr. Meyer had written on the waterways route agent markings, this being done about 1953 for the book he was then compiling but never published. We include the completed portion of the section on the U. S. *Express Mail* markings, which includes commentary on three of the four routes using markings with that legend. The markings associated with those routes are included in Plate VIII, but Mr. Meyer's data on the Colonial Route was incomplete at the time,—so much so, in fact,—that he did not complete this portion. Although Mr. Elliott Perry's *Pat Paragraphs* No. 22 contains a great deal on information on this route, and Blake & Davis' *Boston Postal Markings to 1890* shows a marking or so not noted by Mr. Perry at the time he wrote up the route, further data is still needed. For example, Mr. Perry recorded one of the Eastport Express Mail markings as being in black except for the name "Eastport" being in red. Lot No. 480 of the Siegel *Stannard* Sale of January, 1961 records the same marking with exactly the opposite color pattern. Who can supply additional data about those markings? And did Favor's Express of Boston operate this route exactly as did Harnden & Co. the New York-Boston route? Or was Favor's contract actually with the New Brunswick Post Office Department, but with an "unofficial" or non-contract arrangement with the U. S. Post Office Department to provide route agents to handle mail aboard the *Admiral* and other Favor's Express boats?

It is believed a separation is possible of the four types (or are there more?) of U.S. EXPRESS MAIL/N.YORK/N.Y. markings, not only as to type but as to date and routes over which used. In this connection, a portion of one of Mr. Meyer's chapters dealing with the reason for more than one type of such markings is included. Also included is his data concerning the STEAMER /5/OREGON family of markings and his comment regarding the oft seen description in auction catalogs about the similar marking without the name "OREGON," that the name "was removed because the steamer burned." As this is written, we note another auction lot in a prominent dealer's catalog described in this manner. Since we don't ever recall seeing Mr. Meyer's comment in print before, the appearance of such descriptions is understandable, if the authority or source of information is debatable.

Most of Plate IX is devoted to markings of the express companies which pertain to carriage by steamboat, or which are at least connected with mail received from aboard a steamboat by a route agent.

R. B. Graham

U. S. EXPRESS MAIL

HENRY A. MEYER

The markings *U.S. EXPRESS MAIL*, with or without a town name (*N.YORK*, *BOSTON*, or *ALBANY*) has caused so much bewilderment and speculation that a rather complete review of the markings' uses is needed. Our best understanding of the uses may be obtained by a study of Elliott Perry's discussions in *Pat Paragraphs* Nos. 21 through 27 and No. 32. Other sources of information are Blake and Davis' *Boston Postal Markings to 1890*, Remele's *United States Railroad Postmarks, 1837 to 1861*, *United States Postal Markings and Related Mail Services* by Tracy W. Simpson, and various articles in the *Chronicle*.

We find the fact established that although the name was borrowed from the *U.S. Express Mails* of 1836-39, which were carried by fast riders, day and night at maximum speed, and at triple postage, the "Express Mails" of the period 1842-57 were no special service at all. The marks were route agents' marks on regular mail runs, and the mail was carried at the regular standard rates. Why, then, the name?

Elliott Perry points out that the routes on which these marks were used were in the territory where the competition offered by the "private expresses" (also called "independent mail routes") was especially keen. In New York State and in New England, the public had long shown such a preference for the private expresses, that the Post Office Department had a hard time convincing the customers of those companies that the United States mails were equally as fast and dependable as were the private routes. In addition, the U.S. mails carried only letters and small parcels; the private express routes carried just about everything portable including bank notes, specie and other items not mailable by law. The contracts for the express mail routes of the Post Office Department were let to concerns either already in the express business, such as Harnden & Co. of New York or to reliable individuals known to the Post Office Department who were capable of setting up and operating such express type routes. Post Office notices and news items in the newspapers of Albany, Syracuse and perhaps New York and other cities, in 1842 point out an arrangement by which the route agents were permitted, for the accommodation of the public, to carry packages and the bank-notes, specie and other items not mailable by law, *on their own account* but along with the mails. Mail was, thus, handled on government account and the other items handled on the account of the contractors and the overall result was a government sponsored and operated *express service* in direct competition with the private companies. Mail for the evening boats could be deposited in the post office until an hour before leaving time, and from then until leaving time it could be placed in a box aboard the boat, "under the lock of the Department." Letters could be sent prepaid or collect as desired. In addition, the rate revisions of 1845 brought letter postage down to a point where it was competitive with the charges of the express companies. With all the attractive features offered, and with the public being shown that their letters would not lie a week in the post office before being dispatched but would invariably go right out, there would no longer be any pretext for diverting mail from the government service to the private routes.

The mark *U.S. EXPRESS MAIL* with or without city name was used on four different routes. All this was spelled out by Elliott Perry in his series in *Pat Paragraphs* and the routes were, briefly, as follows: The Albany-Buffalo route, the New York-Albany or Hudson River route, the New York-Boston route, and the Colonial route, between Boston, via Eastport, Maine and other coastal stops, and St. Johns, New Brunswick.

The Albany-Buffalo Route

The mark *U.S. EXPRESS MAIL* without city or state name designation, is a railroad route agents' mark used on roads between Albany and Buffalo. As far as

could be determined by examining an array of covers, and as noted by Mr. Perry, no exceptions have been found. This mark, therefore, does not belong in a compilation of waterways markings. It is listed as a railroad marking in Remele and Simpson and is mentioned here only to save unnecessary correspondence.

The Hudson River Route

On the Hudson River route, between New York and Albany, on which the route agents rode the boats of the Night Line, two marks were used: *U.S. EXPRESS MAIL/N.YORK/N.Y.* was used on northbound letters and *U.S. EXPRESS MAIL/ALBANY/N.Y.* was used on southbound letters. A study of covers makes this pattern clear. The town names therefore mean *from* New York and *from* Albany, rather than *to* these cities. The marks were applied to mail which was not deposited in the post office, but which was mailed at the pier shortly before the boat left, or which was picked up at way stops or handed to the agent by a passenger.

In 1844 the service on this route, No. 809, was 7 trips per week in winter and 13 trips per week in summer, the boats going through to Troy. In 1851 the mail was carried 19 times per week to Albany, and 6 times per week it went on to Troy. It is very likely that not all these boats carried a route agent; some of the trips may have carried closed pouches only. The line may have refused to pick up way mail on the trips with closed pouches, confining that privilege to the boats with route agents aboard, especially since no steamboat *WAY* marks are recorded at New York, Albany or Troy. The mark *TROY & NEW YORK/STEAM BOAT* was applied to through letters and way mail brought into Troy aboard boats having no mail contract whatsoever. Sometime during the fiscal year beginning Oct. 1, 1851, the steamboat mail contract was discontinued, and the contract was transferred to the Hudson River Railroad, which had begun "through" operations during 1851.

The *U.S. EXPRESS MAIL/ALBANY/N.Y.* mark was recorded by Elliott Perry as having been seen in dull orange from late 1843, when it first appeared, through 1844, changing through orange red to carmine red, as it was when usage ceased in 1846. The same color pattern applies to the marking with *N.YORK* which is recorded as having appeared in 1842.

The *U.S. EXPRESS MAIL* postmarks on the Hudson River route, both *ALBANY* and *N.YORK*, were replaced sometime in a period stated by Elliott Perry in 1935 as being between Nov. 16, 1846 and May 8, 1847. The replacement marking was the *HUDSON RIV MAIL* in a circle (Ed. note: see Item II-9, *Chronicle* No. 65.). This mark has been seen only in red, and the latest date recorded is Aug. 10, 1850. It can therefore occur with the 5c or 10c 1847 stamps, but the *U.S. EXPRESS MAIL* (Ed. note-types VIII-2a and VIII-2b) *cannot occur with 1847 stamps on letters carried on this route.*

The last marking used aboard the boats on the Hudson River route was the larger *HUDSON RIVER MAIL* (Ed. note-see Item II-10, *Chronicle* No. 65.). The earliest known example was used, struck in red, on a cover with an Oct. 29 (1850) date, (as proven by docketing and content), hence this was used by a route agent aboard a steamboat since the route was not made a railroad route for another year. When the route was changed, the marking continued in use and eventually appeared in blue. So, the marking in blue is definitely a railroad usage; in red it may be either steamboat or railroad, depending upon the date.

The *U.S. EXPRESS MAIL* markings on this route are thus entirely of waterways origin and should not be included in a railroad marking collection. However, as we shall point out soon, a nearly identical marking with *N.YORK* was used on another route, and at this time it is not known which types apply to which routes, if, indeed, there is any positive separation to be made.

The New York-Boston Route

On the New York-Boston route, via Long Island Sound and railroads, the mail arrangements are very difficult to decipher. Elliott Perry has done a great deal of research on this subject, and is not yet satisfied that he has the whole story. Prior to 1842, he suspects that the route was from New York to Providence by boat, and from Providence to Boston by rail.

Beginning in 1842, according to a news item in the *Albany Daily Advertiser* of Friday, July 22, 1842, the Post Office Department began mail service between New York and Boston via Stonington, Connecticut. The mail contractor appears to have been Harnden & Co., with a contract to carry the mail on water to the Jersey Steam Navigation Co. and the journey in "the cars" to the Stonington & Providence and connecting railroads, although the exact arrangement is not certain. The end result was that the boats from New York to Stonington made an easy overnight trip to connect with the train for Boston at Stonington. There, route agent and passengers transferred over and continued the journey by the cars which were such a novelty at that time. However, Stonington was not the only connecting point of boat and train, as considerable evidence exists that by 1844, boats also connected at Norwich with trains for Boston. Elliott Perry notes that in 1844, mail was going from New York via the Long Island Railroad to Greenport, then by boat to Stonington three times a week, and alternately, by boat to Norwich three times a week, and thence from Stonington or Norwich to Boston by rail. He finds contracts for these routes, each expanded to six trips weekly by 1851, still in force in 1860 but not in 1861. There is much evidence that the route via Stonington was the main route, and, in fact, it is not certain that the Norwich boat always carried a route agent.

The *EXPRESS MAIL* markings were in use only until sometime in 1857, when they were succeeded by the *N.Y. & Boston STMB & R.R.R.* marking. This was in use, again as recorded by Mr. Perry, from December, 1857 until January, 1859. Consequently these markings may be collected as either railroad or waterways items.

Parallel with these routes, the Fall River route also seems to have carried mail. The late Robert F. Chambers fixed the date of the establishment of the Fall River Line as 1847, and mail was probably carried over this route under contract very soon thereafter. He further stated (in *Postal Markings*, No. 54, December, 1935) that the establishment of the Fall River line was the occasion for the "railroad line" boats to be withdrawn from the Providence run, quoting as his authority "Steam Navigation on Long Island Sound," published by the Providence & Stonington Steamship Co. Elliott Perry has found steamboat mail contracts in force in 1860 and 1861. On any or all of these lines, as the eastbound boat reached its destination, the train was waiting, and as soon as the passengers and route agent changed over, the train left. Westbound, they did exactly the opposite.

It is believed the *EXPRESS MAIL* markings may have been used on more than one of these routes, but that the *N.Y. & BOSTON STMB & R.R.R.* marking was used only on the route via Stonington. The route agent markings were *U.S. EXPRESS MAIL/N.YORK/N.Y.* for eastbound, and *U.S. EXPRESS MAIL/BOSTON/Mass.*, used westbound. Although a few exceptions exist, and at least one cover bears both marks, an accumulation of over 100 covers carried on this route, submitted by Stephen C. Lyon, make the pattern perfectly clear by a study of the places of origin and destinations. Elliott Perry has recorded colors and dates of usage as follows:

November, 1842 to December 19, 1851	red
August 2, 1851 to May, 1856	black
January 12, 1856 to July, 1856	red
September, 1856 to November, 1857	black

The overlapping is easy to explain. There were two route agents; the one who made the eastbound trip one night, made the westbound trip the next day, and his counterpart made the trips in the opposite direction at the same times. The long period of use of these marks on the Long Island Sound run accounts for there being quite plentiful in comparison with those used on the Hudson River run. For the Long Island Sound run, Stanley B. Ashbrook recorded an early date of Oct. 15, 1842, on a cover from New York to Bridgewater, Mass.

ROUTE AGENTS' MARKINGS OCCURRING IN TWO OR MORE MINOR VARIETIES

During the study upon which this work is based, in trying to separate some similar types of markings, there became apparent a quite interesting phenomenon

with regard to certain route agents' marks. It was observed that several marks, which had been assumed to come only in one type, actually came in two very similar types with small but positive differences. The different types were each products of a different handstamping instrument. Further exploration revealed that every mark where several copies could be assembled came in at least two types. Among these are the following; *HUDSON RIVER Mail, N.Y. & BOSTON STMB. & R.R.R.*, *LAKE CHAMPLAIN S.B.*, all the more common *U.S. EXPRESS MAIL* associated with the routes out of New York, and even the very rare *PAN. & SAN. FRAN. S.S.* Soon after, it was noted that Stanley B. Ashbrook wrote on the last mark in *Stamps* in 1945, describing the same minor differences observed by the writer. (In the railroad route agent field, the same thing definitely occurs in the *Madison & Indnpls. R.R.* mark.)

A very simple explanation exists for this phenomena, and the probability of it being correct seems very strong. Let us explain this by using the Lake Champlain route as an example. A boat left Whitehall, N.Y. for St. Johns (Quebec) every morning, arriving there in the late afternoon. At the same time, the companion-boat left St. Johns for Whitehall. The next day each boat made the opposite or return trip. Each boat carried a route agent, each of whom had his postmarking device. Those devices had been ordered to be made exactly alike; and they were made as nearly alike as the skills and equipment of the man who made them permitted. But at that time, making two or more such instruments exactly alike simply was not technically feasible; slight differences in letter shapes and spacing are nearly certain to occur. These differences are not difficult to detect if one is aware they exist. So, the explanation of the non-identical similar markings is that there were two route agents, working opposite directions, and each had his own handstamp. On the long Panama & San Francisco run, they alternated by fortnights.

This observation may be completely verified by a careful examination of some of the *U.S. EXPRESS MAIL* marks. Of the mark, *U.S. EXPRESS MAIL/ALBANY/N.Y.* there are two varieties, of the *U.S. EXPRESS MAIL/BOSTON* (30 mm) two varieties, but of the *U.S. EXPRESS MAIL/N.YORK/N.Y.* there are four varieties. (There may be more, but at least four different have been isolated.) These varieties may be explained as follows:

U.S. EXPRESS MAIL/ALBANY/N.Y. is found on southbound letters on the Hudson River run. *U.S. EXPRESS MAIL/BOSTON/Mass.* is found on westbound letters on the Long Island Sound run. (The Boston-New York run was partially by railroad and partially by steamboat.) The *U.S. EXPRESS MAIL/N.YORK/N.Y.* mark is found both on northbound letters on the Hudson River run and on eastbound letters on the Long Island Sound run. The Hudson River route had two route agents, each having one *EXPRESS MAIL* handstamp reading *ALBANY* and another handstamp with *N.YORK*. Thus this route had two handstamps of each kind. The Long Island Sound run also had two route agents, each having one *EXPRESS MAIL* handstamp with *BOSTON* and another with *N.YORK*, so again there were two of each type of handstamp. This checks with the number of minor varieties of these markings; there are two each with *ALBANY* and *BOSTON* and four different with *N.YORK*. If more minor varieties are found, they should be either reserve or replacement markings.

THE STEAMER OREGON MARKS

HENRY A. MEYER

The mark *STEAMER/5/OREGON* and the companion mark *STEAMER/5* with "*OREGON*" removed are familiar to steamboat cover collectors, but their significance has been the subject of some uncertainty. There is a third mark, *STEAMER/10*, in exactly the same style, which is much less familiar. The whole question concerning these marks has been this: are they pursers' marks, or route agents' marks? In which list do they belong: the list of official marks, or the list of unofficial marks?¹

The *Oregon* was one of the boats on George Law's Stonington Line which, according to Fred Erving Dayton in *Steamboat Days*, "comprised the 'regular mail line'" in 1846. The next year, the Bay State Line, later called the Fall River Line, by which name it was best known, and the "railroad" or Stonington Line

withdrew from the direct Providence trade. The late Robert F. Chambers gave the same information in *Postal Markings* No. 54 (December, 1935), quoting from *Steam Navigation on Long Island Sound*, published by the Providence & Stonington Steamship Company. Dr. Chambers established date coverages for the three marks as follows:

Marking	Earliest date seen	Latest date seen
STEAMER/5/OREGON	Aug. 6, 1846	Nov. 12, 1846 (?)
STEAMER/5	Nov. 4, 1846*	Oct. 12, 1847
STEAMER/10	June 1, 1847	Sept. 30, 1847

*This date from Ashbrook Special Service, pp. 345. Chambers' date for this mark was Nov. 12, 1846. (Ed. note.)

If the mark *STEAMER/10/OREGON* exists, it has not been reported to the writer. Any reports of such a mark, or extensions of the dates given for the uses of these marks would be very welcome.

If it were established that these marks were route agent marks, then one of them, the *STEAMER/5/OREGON*, could be categorized as both a packet purser's mark and a route agent mark. If this route operated without route agents, with closed pouch service only, then such letters, carried out of the mail to the end of the route, would be *way letters*. If that fact could be established, these marks would be the equivalent of *way* marks, and *STEAMER/5/OREGON* would fall into the same class as the *BOSTONA WAY*. It may be seen that the wording of a mark does not always establish its classification; this has to be determined from the type of mail contract in force on the route where the marking was used.

Let us at this point demolish the ancient myth that the *OREGON* burned, and that her destruction was the reason for removing the word *OREGON* from the mark. This *OREGON* did not burn. The *LEXINGTON* on the same service, did burn some six years before these marks were in use. (The publication of a print, *The Awful Conflagration of the Steamboat 'Lexington' . . . Jan. 13, 1840* made a young N. Currier quite a sensation.) A much later *OREGON*, a Cunard liner in fact, was *sunk* in a collision off Fire Island in 1886. Covers bearing a sticker indicating salvage from the wreck exist, but this was 40 years after the *STEAMER/5/OREGON* was used. Also, it is known that the *OREGON* of 1846 was lost in a collision in October of 1863, with the *City of BOSTON*. No doubt the coincidences of the loss of the *Lexington* and later *Oregon* gave rise to the myth.

The only obvious reason we can think of that the name of the boat was removed was the need to use the same mark aboard other ships of the line (or, if a *way* marking, ashore).

¹ Ed. note. From conversations with Mr. Meyer, we believe he felt rather sure these markings were route agent marks. Probably the major reason for this belief was the fact that *way* letters should have carried an additional 1c postage. We also believe his reason for not stating this opinion was the existence of the EXPRESS MAIL marks used by route agents on the same routes. Mr. Meyer preferred to have more information at hand than available here to make such a judgment.

PLATE VIII

Item	Description	Period
VIII-1a	U.S. EXPRESS MAIL/N.Y.; ALBANY, 30 mm. with 3½ mm. letters; red; "Y" of "ALBANY" closer to "S" of "EXPRESS." N.Y.—Albany route.	1843-46
VIII-1b	Same as VIII-1a, except "Y" of "ALBANY" is further from "S" of "EXPRESS", also in red and orange shades. N.Y.—Albany route.	1843-46
VIII-2a	U.S. EXPRESS MAIL/N.Y.; N.YORK, 30 mm. with 3½ mm. letters; diagonal of "N." of "N.YORK" points at center of "X" of "EXPRESS." Red and orange shades. N.Y.—Albany route.	1842-46
VIII-2b	Same as VIII-2a, except diagonal of "N" points at left end of "X." Red and orange shades. N.Y.—Albany route.	1842-46
VIII-2c	Same as VIII-2a, except diagonal of "N" points at "P" of EXPRESS." Red, black. N.Y.—Boston route.	1842-50's



VIII-1a.



VIII-1b



VIII-2a



VIII-2b



VIII-2c



VIII-2d



VIII-3a



VIII-3b



VIII-4



VIII-5



VIII-6



VIII-7



VIII-8



VIII-9



VIII-10



VIII-11



VIII-12



IX-1



IX-2



IX-3



IX-4

PAID
IX-5

ADMIRAL
IX-6



IX-7



IX-8



IX-9



IX-10



IX-11

**NC&RR
POST**

IX-12



IX-13



IX-14



IX-15



IX-16



IX-17



IX-18



IX-19



IX-21

IX-23



**SACRAMENTO RIVER
EXPRESS,**

to be returned to
306 MONTGOMERY STREET,

PAID.

IX-24



IX-22

VIII-2d	Same as VIII-2a, except diagonal of "N" points to space between "X" and "P" of "EXPRESS." N.Y.—Boston route. Red; black.	1842-50's
VIII-3a	U.S. EXPRESS MAIL/Mass.; BOSTON, 29½ mm. with 3 mm. letters; "B" of "BOSTON" under vertical of "P" of "EXPRESS." Red; black.	1842-50's
VIII-3b	Same, except "B" of "BOSTON" is under "X" of "EXPRESS." Red; black. Boston—New York route.	1842-50's
VIII-4	EXPRESS MAIL/BOSTON, 31½ mm. with 3½ mm. letters; red, black. Colonial Express route.	1855-6(?)
VIII-5	U.S. EXPRESS MAIL/BOSTON, 33 mm. with 3½ mm. letters; black. Colonial Express route.	1855-7
VIII-6	U.S. EXPRESS MAIL/ST. JOHN-BOSTON superposed. 33½ mm. with 3 mm. letters; black. Colonial Express route.	1856
VIII-7	U.S. EXPRESS MAIL/ST. JOHN, 32½ mm. with 2 mm. letters; black. Colonial Express route.	1857
VIII-8	COLONIAL EXPRESS MAIL/ST. JOHN, N.B., 32½ mm. with 3½ mm. letters, black, red. Colonial Express route.	1856-7
VIII-9	EXPRESS MAIL/ST. JOHN, 32½ mm. x 3½ mm. letters, black. Colonial Express route.	1853-6
VIII-10	U.S. EXPRESS MAIL/EASTPORT, 32½ mm. with 3½ mm. letters, black (with "Eastport" in red??), Colonial Express route.	1856
VIII-11	EXPRESS MAIL/EASTPORT, 32½ mm. with 3½ mm. letters in circle, black (with "EASTPORT" in red??—see text). Colonial Express route.	1854
VIII-12	EXPRESS MAIL/EASTPORT, 31 mm. with 3½ mm. letters in circle, color not known, see text. Colonial Express route.	1857

PLATE IX

IX-1	STEAMER/5/OREGON, 23 x 17½ mm. oval, red.	1846
IX-2	STEAMER/5 (word OREGON removed), same as IX-1, red.	1846-7
IX-3	STEAMER/10, 25 x 18 mm. oval, red.	1847
IX-4	FAVOR'S * EXPRESS, 25-22½ mm., red. (Perry's No. 14) *	1856
IX-5	PAID (Perry's No. 21*), 19 x 5½ mm., red.	1850's
IX-6	ADMIRAL, (Perry's No. 20*), 21 x 3½ mm., red.	1856
IX-7	FAVOR'S EXPRESS/DYD/STEAMER ADMIRAL, (Perry's No. 15*), 32½ mm., red.	1856-9
IX-8	ST. JOHN, N.B. & EASTPORT & BOSTON./FAVOR'S/EXPRESS/BOSTON/19 COURT SQ., 34-33-23 mm. red.	1852
IX-9	PAID/F.A.DENTZEL/AGT P.O./N.O., 23½ x 18½, red.	1849-51
IX-10	PAID/F.A.DENTZEL/AGT.P.O./N.O., 24 mm., red.	1850's
IX-11	PROVINCE/OF/NEW/BRUNSWICK, (Perry's No. 22*), 31½ mm., red, black.	1853-6
IX-12	N C—R R/POST, (<i>Noisy Carrier, River Route</i> , per M. Nathan), 23 x 12 mm, black.	1858
IX-13	WELLS, FARGO & CO/ EXPRESS/ STEAMBOAT, in frame, 36 x 24 mm, blue.	1850's
IX-14	WELLS,FARGO & Co/ EXPRESS/STEAMBOAT, in fancy frame, 35 x 21 mm, blue.	1850's
IX-15	WELLS,FARGO & Co /EXPRESS /STEAMBOAT, in fancy frame, 45 x 27 mm, blue, green(?).	1850's
IX-16	WELLS FARGO & Co./EXPRESS /SONOMA, 44 & 23½ oval, color not known (seen on covers wil IX-15).	1850's
IX-17	WELLS,FARGO & Co. /EXPRESS/. STEAMBOAT., oval with gothic lettering, "Express" in Old English, 41 x 24 mm, blue.	1853
IX-18	WELLS,FARGO & Co/EXPRESS/STEAMBOAT, double oval, 42-40 x 24½-22½, blue.	??

IX-19	WELLS,FARGO & Co./EXPRESS/STEAMBOAT, 39 x 23 mm, blue.	??
*As listed by Elliott Perry in <i>Pat Paragraphs</i> , No. 22, pages 530, et seq.		
IX-21	RIVER EXPRESS CO./ DYD / STOCKTON, CAL. 42-40-29½ x 28-26-17½ mm double oval with double outer line, red (1894), green.	1890's
IX-22	RIVER EXPRESS CO/ SAN FRANCISCO (partial), 34-26 x 27-18 mm double oval, green.	1880's-90's
IX-23	PAID/ RIVER EXPRESS /SAN FRANCISCO, 63 x 16 mm printed frank, color not known; probably green.	1880's-90's
IX-24	SACRAMENTO RIVER / EXPRESS / 306 MONTGOMERY STREET/PAID., printed frank on amber envelope, 67 x 20 mm, black.	1870's

PLATE A

Item	Description	Used with Scott No.	Reported by
1.	CATONSVILLE/MD., on cover with pen cancelled stamp, addressed to Baltimore.	94	Graham
2.	POOLSVILLE/MD (Poolesville misspelled), on covers dated Apr. 7 (1863) and Jan. 2 (yr ?) Both addressed to Boston.	61	Rev. H. Kendall; Lynn Brugh
3.	HAVRE DE GRACE/DYD/Md., On patriotic (similar to Walcott #3054), addr. to Wilmington, Del. See text.	85	Kendall
4.	ROHRERSVILLE/MD, in blue. Two covers; one on drop letter, Sep. 9 (1868); other addressed to Columbus, O., year not known.	73,64	Kendall
5.	BURKETTSTVILLE/MD, with killer (not duplexed), both in blue, probably war date.	65	Kendall
6.	SHARPSBURGH/MD, duplexed with cork killer. Addressed to Frederick, Md.; probably post war.	65	Kendall
7.	CUMBERLAND/MD, in blue on cover to Cuyahoga County, Ohio. Probably war date.	65	Kendall
8.	ANNAPOLIS JUNCTION/MD, on patriotic (Walcott #2510). Addressed to Binghampton, N.Y.	65	Graham
9.	MILLERSVILLE/ MD, on cover addressed to Indiana.	65	Kendall
10.	Black checkerboard, on cover tying pair of 10c greens & cover bearing Item 14; also Item 10A and San		
10A.	Francisco duplex c.d.s. of Feb. 24 (from <i>Pacific Crossings</i> , year was 1869, cover arriving aboard U.S.P.M.S.S. <i>China</i>).	68	E. C. Christian
11.	British Mail Boat killer. See text.	78	Graham
12.	French Mail Boat markings. See text.	65	W. R. Weiss
13.	Ties a 10c green on a cover with Item 14, and a San Francisco c.d.s. of April 1. Year is 1868, per <i>Pacific Crossings</i> . P.M.S.S.Co. S.S. <i>China</i> arrived at San Francisco Mar. 31, 1868.	68	From Meyer Records.
14.	CHINA AND JAPAN/ STEAM SERVICE, in red. See text.		Various.
15.	HARPERS FERRY/DYD/VA., on a Soldier's Letter, with DUE 3, from 34th Mass. Vols. to Westboro Mass.	None	L. Persson
16.	WESTON/ Va., on war era cover to Ohio. Cover has patriotic edging.	65	Persson
17.	MAILS SUSPENDED, in red on cover from Paris, France, received at Boston Mar. 11, 1861. Addressed to New Orleans. See text.	None	N. L. Persson
18.	SHEPHERDSTOWN/VA. (become W. Va.). In blue, on two covers, Aug. & Dec., 1863 (?).	65	S. Gallagher
19.	GRAFTON, VA. (become W. Va.) On 1862 soldier's letter, with M/S DUE 3, from 55th O.V.I., to Findlay, Ohio.	None	L. Persson
20.	In blue, on a 1c 1861 stamp off cover. What is source?	63	W. R. Weiss
21.	FRANKLIN/TEN., On two different covers (faint; tracing is composite). May, 1863 letter.	65	S. Gallagher
22.	SHEPERDSTOWN/ W.VA., In blue, on several covers with 1864 (?) dates.	65	S. Gallagher
23.	HARPERS FERRY/ VA., duplexed with killer, endorsed "Soldier's Letter." Probably 1865.	65	L. Persson

Note: All markings in black unless otherwise stated.



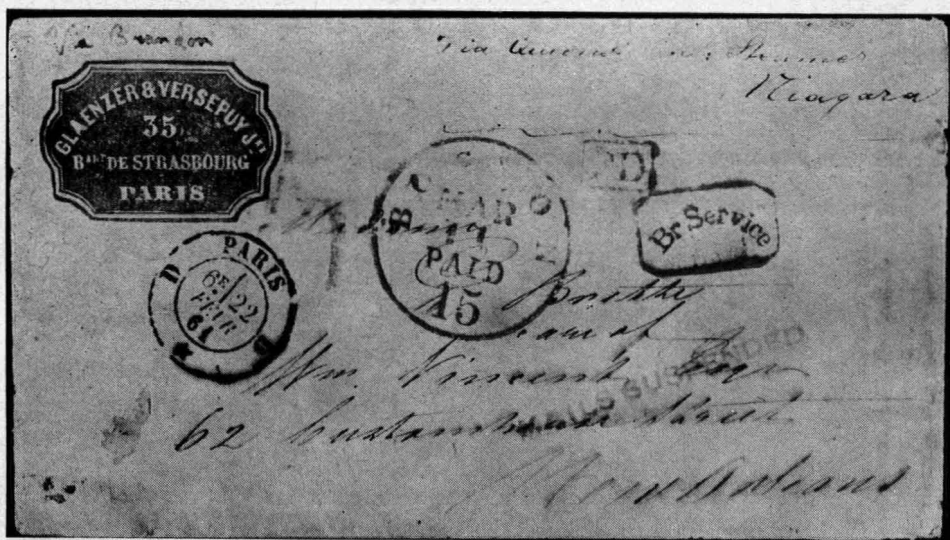
Plate A

Markings Shown in Plate "A"

Reverend D. Homer Kendall has sent us, for tracing, a package of Maryland markings. Some of these are included on this plate. It may be questioned why we bother to illustrate markings which, if from northern states such as New York, would be considered quite routine. The reason, of course, is that Maryland, like Kentucky and Missouri, were border states and although never really part of the Confederacy, were both battleground and unofficial occupation area at times during the war. West Virginia, which split off from Virginia during the war, really also falls into this category. We intend to illustrate numerous markings from these states, just as we have been recording occupation markings.

Items 10 and 11 are of interest, although not of U.S. origin. Both were found on loose U.S. stamps, and we wish very much we could have seen the covers from which they came. Does anyone have any covers with such markings on U.S. stamps?

Item 14 is the well known China & Japan /Steam Service marking which was applied to covers delivered to San Francisco by the steamers of the Pacific Mail Steamship Company. We are still soliciting reports of covers with this marking. With the monograph *Pacific Crossings* (See pp. 80, *Chronicle* No. 66) available, year dates and possible origins of these covers may now be worked out. This gives an opportunity to possibly learn just where the "Steam Service" markings were applied. Some have said they were struck aboard ship; some claim the San Francisco post office to have been the point of application, and a case may be made for either.



Cover showing Item 17 "Mails Suspended" (from the collection of N. Leonard Persson).

Item 17 is very interesting, and a photo of the cover where it appears is included with this issue. The cover is covered with markings, including a strike in red of ??? NIAGARA, which is struck partially in the corner card diagonally down into the Boston exchange marking. The cover is evidently a prepaid cover from France, but Mr. George Hargest may have more to say about that. The question to be discussed here is why a prepaid cover should have been marked **MAILS SUSPENDED** in March of 1861, which was before Fort Sumter. The cover was addressed to New Orleans, in a state which had seceded, but as the cover was prepaid, collection of postages due was not a problem. While the period editor has a few ideas, he would prefer something more concrete than speculation. Does anyone have any other covers which, either prepaid or due, were delivered to New Orleans after being exchanged from abroad during February through June of 1861?

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

I — Remele Catalog — Addenda

With the cooperation of Mr. E. N. Sampson we are pleased to report two new listings, both used on route between Cleveland and Toledo, Ohio via Sandusky. Shown herewith is a new type route marking—C 22½ CLEVE. & TOLEDO R.R. 36½ Black—1855-59 (559-N-1)



C 22½



C 22½S-a



R-4-f var.

R. Road Service

Although a partial strike tying S2 there is no doubt of this being Cleveland and Toledo R.R. Remele lists contracts as follows—

Cleveland to Toledo, Ohio 107 miles 1855-6 trips per week
1856-58—12 trips per week
1859-6 trips per week

The second marking, also tying S2, is a station marking on the same route. Amherst was a station on Cleveland & Toledo R.R. 29 miles east of Sandusky, Ohio.

C 22½-Sa AMHERST C. & T.R.R. 34½ Black, 1855-59 (559-S-1)

Route Agent Waite submits two covers of interest for this period. The first is a manuscript marking *R. Road Service* on stampless cover July 6, 1847 Fall River to Middleboro, Mass. Since there is no other marking cover was carried outside mail as a railroad business letter, especially since it is addressed to a director of the Old Colony R.R. See Remele B 10 for association material.

The second illustration is on a stampless cover Aug. 13, 1838 from Fish House, N.Y. (?) to New York City. Bears red PAID and manuscript 18½ rate along with a red circle Albany townmark. Of particular interest is a strong strike of R-4f on the cover with lettering matching Remele illustration perfectly except that there is clearly no semi-circular arc under RAILROAD. Since seeing this cover I have investigated five other examples of R-4f and find arc missing under strikes from date of use March 8, 1838 -Dec. 8, 1838 and Aug. 1, 1839. Examples with the arc present were dated Feb. 20, 1841 and Apr. 20, 1841. This brings up the interesting possibility that arc was added to marking device at an interim date in period of use and thus there are two varieties of R-4f. We hope readers will check date of use of copies of R-4f and advise if lower arc is present or missing.

2 — Towle-Meyer Catalog—Addenda

Through the courtesy of Messrs. Fingerhood, Germon, Haas, La Perriere, Leet, Edward Willard, John Willard, Woodruff and Wyer new listings are offered comprising Plates XIX and XX; along with two new types of killers for the catalog listing.



201-A-1 klr.

963-C-1 klr.

Killers shown in previous cut are as follows—

Cat. 201-A-1: Lock Haven and Tyrone Agent—1887.

Cat. 963-C-1: Deming and Los Angeles Agent—1882.

PLATE XIX

- 623-H-1 26 black, Banknote. 6 (Grand Rapids and New Buffalo)
630-E-1 26½ black, 1873. 10 (Green Bay to Escanaba)
650-F-1 26½ black, WYD 1882. 2 (Cincinnati and St. Louis Night)
652-E-2 27½ blue, WYD 1879. 5 (Terre Haute and Evansville)
667-S-1 D. Circle 30½-20½, blue, WYD 1886. 18 (Cairo, Vincennes and Chicago)
690-I-1 manuscript, WYD 1861. 25 (Railway P. O. Nov. 18)
759-S-1a fancy scroll, blue, WYD 1879. Partial. 10 (Illinois Central R.R.)
760-B-1 25½ black, 1881. 8
765-D-1 26 black, Banknote. 5 (Keokuk and Centreville)
793-C-1 26½ black, 1882. 8 (Muscatine and Montezuma)
807-S-2 D. Circle 26½-16½, blue, WYD 1881. 15 (St. Louis and San Francisco Rwy.)
808-C-1 26 black, 1866. 20
812-B-1 25½ magenta, Banknote. 12 (Sedalia and Lexington R.R.)
814-B-1 26 black, Banknote. 4 (Quincy and St. Louis)
814-C-1 27 black, WYD 1886. 2 (Burlington and St. Louis)
837-M-1 26 black, Banknote. 8 (Milwaukee & St. Paul (mis-spelling))
837-S-1b 31½ blue, WYD 1890. 5 (Chicago, Milwaukee & St. Paul R.R.-Chicago and Madison Division)
847-C-1 25 black, 1874. 14 ('FRANK' in circle killer, Sheboygan and Fond du Lac—E. F. Frank—Route Agent)
848-C-1 Tr. Circle 29½-27½-17½ black, WYD 1880. 5 ((Complete tracing) B. Naylor—route agent)
866-I-1 27 black, WYD 1882. 7 (Sleepy Eye and Watertown)
867-C-1 26 black, Banknote. 8 (Lake Superior and Mississippi)

PLATE XX

- 869-H-1 27½ black, Eighties. 4 (Larimore and Breckenridge)
871-C-2 27 black, Eighties. W killer. E killer. 3 (Millbank and Mitchell)
871-D-1 27½ black, WYD 1884. W killer. 3 (Hastings and Cologne)
874-M-2 27 black, WYD 1884. Partial. 15 (Bismarck & Glendive (mis-spelling))
874-N-1 26 black, WYD 1884. 2 (St. Paul and Fargo)
874-O-1 26½ black, Eighties. W killer. 4 (Bismarck and Miles City)
Catalog Route 879: Wabasha-Zumbrota, Minn. CHICAGO, MILWAUKEE & ST. PAUL R.R.
Route Agents: Wabasha-Zumbrota, Minn. 1879, 1881, 1882, 1883-1 Agent. 59 miles
Markings: 879-A-1 26½ black, 1885. 10 (Wabasha and Zumbrota)
Catalog Route 886: Sioux City, Ia.-Sioux Falls, D.T. CHICAGO, MILWAUKEE & ST. PAUL R.R.
Route Agents: Sioux City-Beloit, Ia. 1879-1 Agent
Sioux City, Ia.-Sioux Falls, D.T. 1881, 1882, 1883-2 Agents-91 miles
Markings: 886-A-1 26½ black, WYD 1880. 4 (Sioux Falls and Sioux City)
894-D-3 manuscript, WYD 1874. 10 (Oregon & California R.R.)
911-J-1 26½ black, WYD 1881. 6
912-E-1 26½ black, Banknote. 15 (Junction City and Parsons)
932-S-4 6 straight lines, magenta, WYD 1891. 35 (Union Pacific Railway. Granite Canon, Wyoming)
933-B-2 26 black, 1887. 5 (Fancy B killer)
933-I-1 25 black, Banknotes. 25 (Omaha and Southwestern R.R.)
951-B-2 26 black, Banknote. 6 (Cheyenne, Boulder and Denver)
953-D-2 28 black, WYD 1884. 4 (Denver, Pueblo and Leadville)
954-C-1 26½ black, Banknote. 60 (Denver and Deer Valley)
976-L-1 26½ black, WYD 1886. E killer. 3 (Sacramento and San Francisco)
T-17 Oval, 39 x 24½ black, Fifties (?), 50/Railroad business usage (?)
T-18 25½ black, Banknote. 20 (Route unknown)



623-H-1



630-E-1



650-F-1



652-E-2



667-S-1

*Railway P.O.
Nov 15, 1881*

690-I-1



759-S-1a



760-B-1



765-D-1



793-C-1



807-S-2



808-C-1



812-B-1



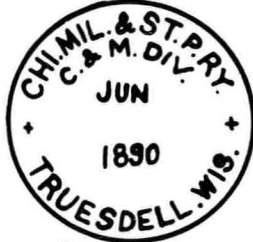
814-B-1



814-C-1



837-M-1



837-S-1b



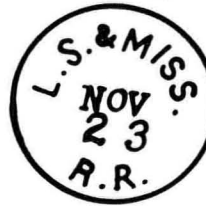
848-C-1



847-C-1



866-I-1



867-C-1

PLATE XIX



869-H-1



871-C-2

W



874-M-2



871-D-1

W



874-N-1



874-O-1

W



879-A-1



886-A-1



911-J-1



912-E-1

*O. D. B. R. R.
7/10/84*

894-D-3

RAILWAY
FEB
10
1891
GRANITE CANYON, W

932-S-4



933-B-2

B



933-I-1



951-B-2



953-D-2



954-C-1

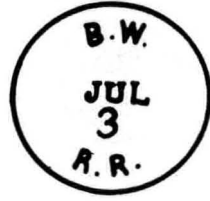


976-L-1

E



PLATE XX T-17



T-18

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

THE PREPAID BRITISH MAIL RATES TO FRANCE, 1870-1874

GEORGE E. HARGEST

Comment to reader: The author discussed the prepaid British mail rates to France in an article published in the *Collectors Club Philatelist*, vol. 42, No. 6, pp. 333-344: November 1963; in *Stamps*, April 18, 1964, p. 101 and April 25, 1964, p. 145. During the six years since the above were written some new evidence has come to light, and some of the facts previously noted have been re-evaluated. This is the first discussion of the subject that has appeared in the *Chronicle*.

In December 1866 the United States made it known to France that it was considered necessary that the convention of 2 March 1857 be revised. In February 1867 the French communicated to the State Department that they, too, were interested in framing a new postal convention with the United States. In April of that year the Hon. John A. Kasson was appointed Special Commissioner for the Post Office Department and sent to Paris to negotiate a new convention which would incorporate the liberal principles established at the Paris conference of 1863. Kasson soon found that the French had no intention of adopting liberal principles. One matter of particular interest to the United States was the elimination the quarter ounce ($7\frac{1}{2}$ grams) standard weight included in the 2 March 1857 convention. The French, however, were unwilling to accept any other weight than $7\frac{1}{2}$ grams.

Kasson left Paris, but remained in Europe and negotiated new conventions with Great Britain, the North German Union, Belgium, the Netherlands, Switzerland, and Italy.¹ In all of these conventions the liberal principles established at the Paris conference were adopted. In each the United States adopted 15 grams as the standard weight of a single rate letter. It was also provided that "the weight stated by the despatching office shall always be accepted, except in case of manifest mistake."

The adoption of the 15 grams standard weight caused some difficulty in the United States. The local postoffices were not equipped to weigh in grams. All of the rates per 15 grams were, therefore, restated as rates per half ounce, 30 grams being considered as equivalent to one ounce. The exchange offices, however, were required by the conventions to weigh in grams. Since the half ounce weighs only 14.18 grams, a letter over that weight, but not over 15 grams, would have been a double rate letter at a local postoffice. At the exchange office, however, it would have required only a single rate. Because prepayments on these marginal weight letters were always higher at the local postoffices than those required at the exchange offices, there was no re-rating of letters because of this discrepancy.

On 8 January 1868 the United States gave the French the required notice to terminate the convention of 2 March 1857 on 1 February 1869. At the request of the French, two extensions of time were allowed, after which it was finally abrogated on 31 December 1869. During 1869 negotiations had continued with the Hon. Alexander Ramsey representing the United States.² He learned that the French were willing to adopt 10 grams as the standard weight of a single rate, and were, in fact, negotiating a new convention with Great Britain which would adopt this weight base. A 10 grams weight would translate into a rate per third ounce whose use would be difficult in the United States. While local postoffices had equipped themselves to weigh a quarter ounce under the convention of 2 March 1857, few could weigh a third of an ounce.

The British were dissatisfied with the convention negotiated by Kasson in 1867, and on 13 December 1867, before it became effective, gave the United

States notice of their intention to terminate it on 31 December 1868. This notice was accompanied by the announcement that Mr. Anthony Trollope would come to Washington in the spring of 1868 with full powers to negotiate a new convention.³ Since the United States had already served notice to France of its intention to terminate the convention of 2 March 1857, it took this opportunity to negotiate British mail rates which would supplant the expiring French mail rates. In doing so it did not neglect to include a rate to France and to Algeria.

The new convention greatly simplified the rate structure of mail passing in transit through Great Britain addressed to foreign destinations. The United States and Great Britain made their own arrangements, and paid for, the dispatch of mail to each other. Each country retained its own inland as well as any amount assigned as sea postage. This paid to the frontier of either country. The ordinary British mail rates were then secured by adding to the rate to the frontier, the rate between Great Britain and the country of destination, which the United States termed "British" postage. Great Britain was given credit for the "British" postage.

In 1869 the rate between France and Great Britain was 4*d.*, or 40 centimes, per quarter ounce in Great Britain, or per 7½ grams in France. This rate was for prepaid letters; unpaid letters required double postage. It rested upon Article XIII of the Anglo-French treaty of 1856.⁴ This rate was equivalent to 8 cents in United States currency. The United States, therefore, negotiated with the British a prepaid rate to France which would combine the rate to the British frontier with 8 cents per 7½ grams "British" postage. It was decided that the "British" rate be stated for a letter of 7½ grams, rather than per quarter ounce, and that it should "increase by an additional rate for every 7½ grammes or fraction thereof." This would prevent the re-rating of letters because of the ounce-grams discrepancy. Since postage was double on unpaid letters, no rate was provided for them. On prepaid letters, therefore, the United States would credit Great Britain with 8 cents for every 7½ grams, or fraction thereof. The same rate, of course, was provided for letters to Algeria. As long as the United States-French convention remained in force, of course, this rate would not be used.

During 1869 the United States and Great Britain negotiated an additional postal convention which became effective on 1 January 1870.⁵ Under this convention the inland postage in either country was 2c, and the amount assigned as sea postage was also 2c. This meant that 4c would pay a letter to the British frontier. Actual sea postage was reduced from 20c to 6c per ounce. By the acts of 14 June 1858 and 3 March 1865 the United States Postmaster General was prohibited from paying the foreign packet lines more than the sea postage on the mails they conveyed. When this reduction in sea postage became known to the packet lines late in November 1869, the agents of the Hamburg-American line, the North German Lloyd, the Cunard line, and the Inman line immediately stated that they would refuse to carry the United States mails.⁶ This represented all of the lines sailing from New York which had been under contract to the Post Office Department.

Thus, on 1 January 1870 Postmaster General John A. J. Creswell faced a problem. Not only did the United States-French convention expire and a new convention with Great Britain come into operation, but also the packet companies were refusing to carry the mail to England. He had to face the question of what rates he would authorize to France. The prepaid British mail rate to France, and its progression now became:

	U.S. Postage (retained)	British Postage (credited)	Total (prepaid)
Not over 7½ grams	4c	8c	12c
Over 7½, but not over 15 grams	4	16	20
Over 15, but not over 22½ grams	8	24	32
Over 22½, but not over 30 grams	8	32	40, etc.

For a letter under 7½ grams, this rate was 3c less than the former convention rate, and for a letter not over 15 grams, 10 cents less. The British open mail rate was also available to him. This rate required a prepayment in the United States

of 4c per 15 grams (half ounce) and paid the letter to the British frontier. On these letters France collected 5 decimes per 7½ grams (10 cents). By this route, total postage was 14c for a letter not over 7½ grams, and 24c for a letter not over 15 grams. There was also the rate by direct steamer from New York to a port in France. Letters sent by this route required a prepayment in the United States of 10c per half ounce, which paid the letter to the French frontier. On such letters France collected 8 decimes per 10 grams (16 cents). The total postage by the "direct" route was 26c for a letter not over 10 grams, but for a letter not over half an ounce it was a staggering 42c. Of the rates available to him, the rate by prepaid British mail was the cheapest in total postage. But this was the rate that he failed to authorize.

It is not unlikely that Postmaster General Creswell did not wish to reduce the prepaid rate to France without forming a new convention. The United States had been bargaining with the French for three years to no avail, and if rates were now reduced there would be little incentive for them to negotiate further. Certainly, if the prepaid British mail rate were introduced, most mail to France would be sent by that route. Since the packet companies were refusing to carry mail to England at the reduced sea rate, it would seem unwise to introduce a rate that would send most of the mail via England. The British mail rate would also perpetuate the quarter ounce (7½ grams) weight base which he was trying to eliminate. United States citizens would not suffer because of high rates on open or direct mail. All that was paid in this country was 4c per half ounce on an open mail letter, and 10c per half ounce on a direct letter. Let the French complain to their government about the exorbitant postal charges collected in France. In an announcement dated 30 November and published in the December 1869 issue of the *U.S. Mail and Post Office Assistant* the rates to France were announced. They were the 10c per half ounce direct rate and the open mail rate for unpaid letters. The prepaid British mail rate was not announced. No statement by Postmaster General Creswell has been found which would indicate why he denied the British mail rate to France; what reasons he had can only be surmised. Curiously, the British mail rate was made available to Algeria.

Although the prepaid British mail rate to France was not announced, or officially published in the United States, the New York exchange office used it. Some letters which were prepaid with sufficient postage were sent in the British mail fully prepaid to destination in France. On these letters the New York exchange office credited Great Britain with the required amount, according to weight. Covers have now been seen bearing a credits of 8, 16 and 32 cents. The scarcity of covers showing a credit of "8," or multiple of "8," indicates that the

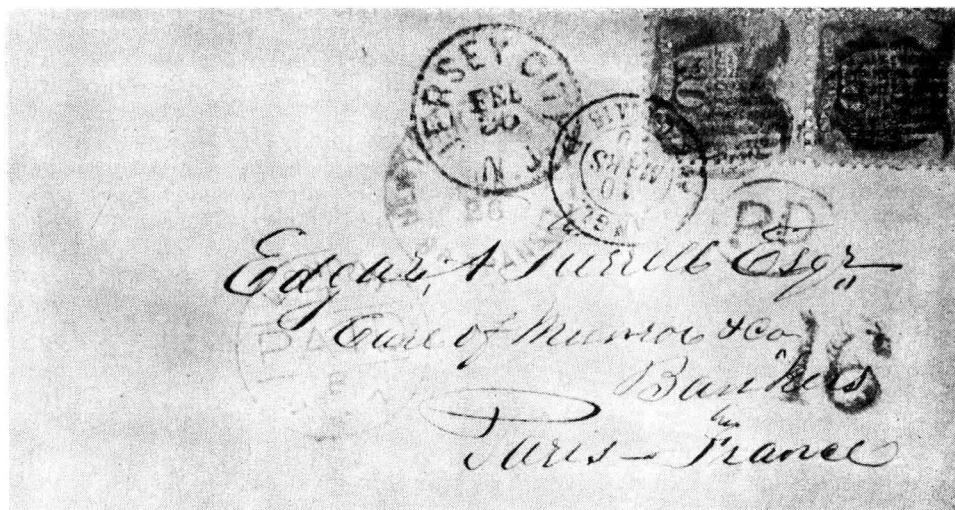


Figure 1

rate was used sparingly. Because this rate was used, but never announced or officially published, it is termed a "phantom" rate. Covers showing its use are rare.

The cover illustrated as Figure 1 is reported by Mr. Michael M. Laurence, RA 511. Mr. Laurence specializes in the 10c stamp of the 1869 issue. This cover was posted in Jersey City, N.J., on 26 February 1870, and is the earliest "phantom" rate cover known to the author. It is prepaid 20c by a pair of 10c stamps of the 1869 issue which were undoubtedly intended to prepay double the 10c "direct" rate. At the Jersey City postoffice the letter must have weighed over half an ounce (14.18 grams), but under 15 grams. A letter of this weight would require two "direct" mail rates. The New York exchange office elected to send it in the British mail, fully prepaid to Paris. Since the letter weighed under 15 grams, a credit of 16 cents was required (see the above schedule). This is indicated by a large numeral "16" applied in red. The New York office also applied a circular NEW YORK PAID ALL/BR. TRANSIT marking bearing the date of June 26. The letter arrived at the London office on 9 March 1870 and the London marking bearing PAID was applied. It arrived at the travelling office, Calais to Paris, on 10 March 1870, which applied in black an ANGL./AMB. CALAIS marking as well as a PD (paid to destination) in oval marking in red. These markings are characteristic of prepaid British mail covers at the "phantom" rate. The author knows of only two other covers at the "phantom" rate which bear a "16" credit. In each case the credit was made with the same handstamp.

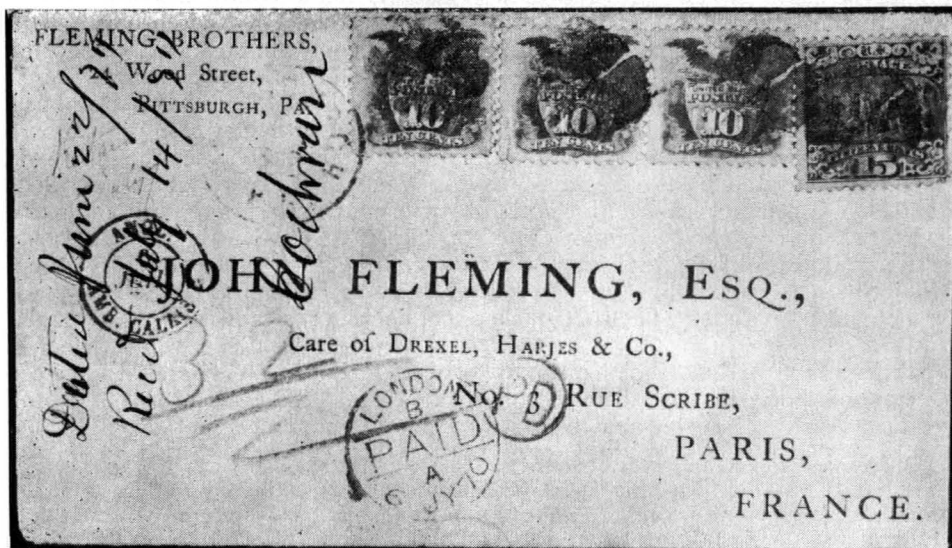


Figure 2

Figure 2 illustrates a cover reported by Mr. Lester L. Downing, RA 117, which was posted in Pittsburgh, Pa., on 23 June 1870. It is prepaid 45c by a pair and single 10c and a 15c, type II, of the 1869 issue. During the early part of 1870 there was much confusion about the rates to France. In this case, one can only guess at what rate the mailer of this letter intended to prepay. The NEW YORK PAID ALL/BR. TRANSIT marking is on the reverse of the cover. This letter must have weighed over 22½, but not over 30 grams. A letter of this weight (see above schedule) required a credit of 32 cents. The New York office evidently did not have a handstamp showing "32" and marked it with "32/2" in red crayon, the "2" indicated a double rate of United States postage. The letter arrived in London on 6 July 1870, and that office marked it PAID and forwarded it to the travelling office, Calais to Paris, which applied its ANGL./AMB. CALAIS marking in black and a PD in circle in red. With the exception of the credit, the markings on this cover are the same as those on Figure 1. This is the only "phantom" rate cover known to the author that bears a credit in excess of 16 cents. Although the mailer of this letter had no way of knowing it, a prepayment of 40c would have been sufficient.

On 21 September 1869 an additional postal convention was signed between Great Britain and France.⁷ This convention reduced the international rate between England and France and Algeria from 4*d.* per quarter ounce in Great Britain, or 40 centimes per 7½ grams in France, to 3*d.* per third ounce in Great Britain, or 30 centimes per 10 grams in France. When this convention became effective it would automatically reduce the “British” postage included in the prepaid British mail rate to France from 8*c.* for a letter not over 7½ grams to 6*c.* for a letter not over 10 grams. The convention was to become effective after ratifications were exchanged, which ordinarily would be accomplished shortly after signing. British law, however, required that the third ounce weight be legalized by an order in council. The order in council took some time to secure, and was not issued until 4 June 1870,⁸ the ratifications were exchanged on 16 June,⁹ and the rate became effective on 1 July 1870.¹⁰

Postmaster General Creswell also failed to announce the reduced rate on 1 July 1870. He did not disclose his reasons for not doing so. The New York exchange office, however, continued to send some letters to France in the prepaid British mail at the reduced rate. These letters were usually prepaid 10*c.* and were intended to be sent by direct mail to the French frontier. During this period the New York exchange office used a large numeral “6” to indicate the credit to Great Britain. Covers showing its use are rare.

During the early months of 1870 the packet service to England was disrupted.¹¹ During January the Postmaster General made contracts by the single trip with the Guion line and the North German Lloyd. On 23 February 1870¹² he signed a contract with the Guion line for a weekly service to Liverpool on Wednesdays. On 15 April 1870¹³ he signed a contract with the Hamburg-American line for a weekly service on Tuesdays to Plymouth, Cherbourg and Hamburg. On the same day a contract was signed with the North German Lloyd for a weekly service on Saturdays to Southampton and Bremen. The service, however, was again disrupted by the Franco-Prussian War which broke out in July 1870. The North German Lloyd and Hamburg-American lines stopped running, and the French line became irregular. The contract with the North German Lloyd was abrogated on 28 September, and a new contract was signed on 10 October 1870¹⁴ with the Inman line for a weekly service to Liverpool on Saturdays. It was not until February 1871 that packet service was reestablished on a regular basis.

Pressures must have been brought to bear on Postmaster General Creswell to introduce a prepaid rate to France. The November 1871 issue of the *U.S. Mail and Post Office Assistant* carried the following announcement:

Office of Foreign Mails, October 28, 1871.

Inasmuch as correspondents in the United States are subjected to inconvenience because of their inability, since the abrogation of the Postal Convention with France, to fully prepay the postage on letters for France and Algeria, the Postmaster-General has decided to so modify the existing regulations governing the collection of postage thereon as to permit the prepayment in full to destination of the postage on such letters for France and Algeria, as may hereafter be forwarded through the British mails.

Notice is therefore given that the following prepaid rates of postage are in full of all charges to destination on letters for France and Algeria, via England.

For letters not exceeding 1/3 oz. in weight, 10*c.*; exceeding 1/3, but not over ½ oz., 16*c.*; exceeding ½, but not over ⅔ oz., 20*c.*; exceeding ⅔, but not over one oz., 26*c.*; and so on, adding four cents for each ½ oz. for United States and ocean postage, and 6*c.* for each 1/3 oz. for British postage. . . .

After the announcement of this rate, many letters were sent to France at the prepaid rates. Covers showing the 10*c.* per ⅓ ounce rate are fairly common, but those showing rates of 16*c.*, 20*c.*, or 26*c.* are seldom seen.

Footnotes

¹ *Annual Report of the Postmaster General, 1869*, pp. 14-16.

² *Ibid.*, p. 15.

³ *Annual Report of the Postmaster General, 1868*, pp. 17-18.

⁴ *British and Foreign State Papers*, vol. XLVI, p. 202.

⁵ *16 Statutes-at-large* 869.

- 6 *Annual Report of the Postmaster General, 1870*, pp. 17-18.
 7 *British and Foreign State Papers*, vol. LIX, pp. 19-21.
 8 *Ibid.*, vol. LXV, p. 1213.
 9 *Ibid.*, vol. LIX, p. 19.
 10 *Hansard's Parliamentary Debates*, vol. CCI, p. 1944.
 11 Questions were raised in the House of Commons regarding the poor packet service and the slowness of the mails from America on 28 March and on 13 May 1870. *Ibid.*, vol. CC, pp. 726-27; vol. CCI, p. 631.
 12 *Annual Report of the Postmaster General, 1870*—Appendix, p. 147.
 13 *Ibid.*, p. 149.
 14 *Ibid.*, p. 153.

WHAT HAPPENED TO THE COLUMBIA'S MAIL

Mr. Winton Patnode (RA 991) wanted to know how the mail from the wrecked *Columbia* of the Cunard line reached England. Mr. Patnode has a cover endorsed "per *Columbia*," which bears a London marking dated 24 July 1843. He also states: "It was charged 1 shilling, the contract rate, not the 8 pence ship letter rate, which I would expect had the *Columbia's* mail been forwarded by sailing ship."

A little research discloses the following:

Gibbs¹ states: "*Columbia* was wrecked near Seal Island (outside Halifax) on 2 July 1843 and her passengers and crew rescued by the coasting steamer *Margaret*." Staff² states: "Fortunately, no lives were lost and all the mail saved." The *Margaret* belonged to the Cunard line and was in the Pictou-Quebec service. The records of the Cunard line³ show that the *Margaret* sailed from Halifax on 9 July 1843 and arrived in Liverpool on 23 July 1843. Mr. Patnode's cover which is endorsed to the *Columbia* and arrived in London one day after the *Margaret* arrived in Liverpool, leaves little doubt that the *Margaret* was dispatched to Liverpool with the *Columbia's* mail.

Footnotes

- ¹ Gibbs, C. R. Vernon, "*Passenger Liners of the Five Oceans*," p. 184.
² Staff, Frank, "*The Transatlantic Mail*," p. 78.
³ Sailings of the Cunard line, as taken from Cunard records by Mr. Lester L. Downing (RA 117).

1847-1869 ISSUES

STAMPS, CANCELS,
COVERS

ALWAYS IN STOCK

WHEN AT STAMP SHOWS BE SURE TO VISIT MY BOOTH AND INSPECT AN OUTSTANDING ARRAY OF THESE CLASSICS.

ALSO REQUEST MY REGULAR AUCTION CATALOGS AS THESE ISSUES ARE USUALLY INCLUDED.

WILLIAM A. FOX

263 White Oak Ridge Road
Short Hills, N.J. 07078

Charter member of U.S.
Philatelic Classics Society

U.S. COVERS

MY STOCK OF COVERS IS STRONG IN ALL PERIODS FROM STAMPLESS TO MODERN, ALABAMA TO WYOMING. WHAT WOULD YOU LIKE TO SEE? REFERENCES, PLEASE.

HENRY M. SPELMAN III

P. O. Box 488
Lexington, Mass. 02173

APS
USPCS
CSA

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 67

The postal agreement between the United States and Canada negotiated in March 1851 became effective April 6, 1851. The letter rate was 10c or 6d per $\frac{1}{2}$ oz. except to or from the Pacific coast where the single rate was 15c or 9d. Pre-payment was optional, but partial payment was not recognized.

The cover shown should have had 15c postage to pay the whole rate from California to Canada West. Since it had only a 10c stamp, it was treated as entirely unpaid. The U. S. exchange office struck its marking, the straightline "U. STATES," to show origin as required by the agreement, and also rated the letter "Due 15" in manuscript. The Canadian office had no handstamp for "9d." The clerk there, with considerable ingenuity and resourcefulness, improvised by turning the common "6" handstamp upside down.

There is no evidence on the cover itself to establish the exchange offices at which it was handled. The straightline "U. STATES" marking has been positively identified as used at Cape Vincent, N. Y., the office opposite Kingston, Canada West, and at Ogdensburgh, N. Y., which exchanged with Prescott, Canada West. Winthrop Boggs in his *Postage Stamps and Postal History of Canada* attributed this marking to Buffalo, N. Y., but I have been unable to verify this identification. Whitby is some twenty-five miles east of Toronto on Lake Ontario and both Cape Vincent and Ogdensburgh are at the eastern end of Lake Ontario, so that all three of these putative routes seem equally plausible.

Short paid covers to Canada at the 10c rate are relatively common during the first decade of the agreement. They are usually franked with a single 3c stamp of the 1851-60 issue and rated 10c or 6d due, the stamp being disregarded. A few short paid stampless covers—3c postage paid in cash—are recorded, suggesting that some postmasters were as ignorant of and careless about, the regulation and rates on mail to Canada as the general public. In sharp contrast, short paid letters from Canada to the United States are very scarce and unusual. The reader may draw his own moral.

The rate between Canada and the Pacific coast was reduced to 10c by a U. S. Post Office Department order dated February 17, 1864, as a result of the reduction of U. S. domestic rates the previous July. (See *Chronicle* No. 54, pp. 24-26, and "Bakers' U. S. Classics" in *Stamps* for October 3, 1964.)

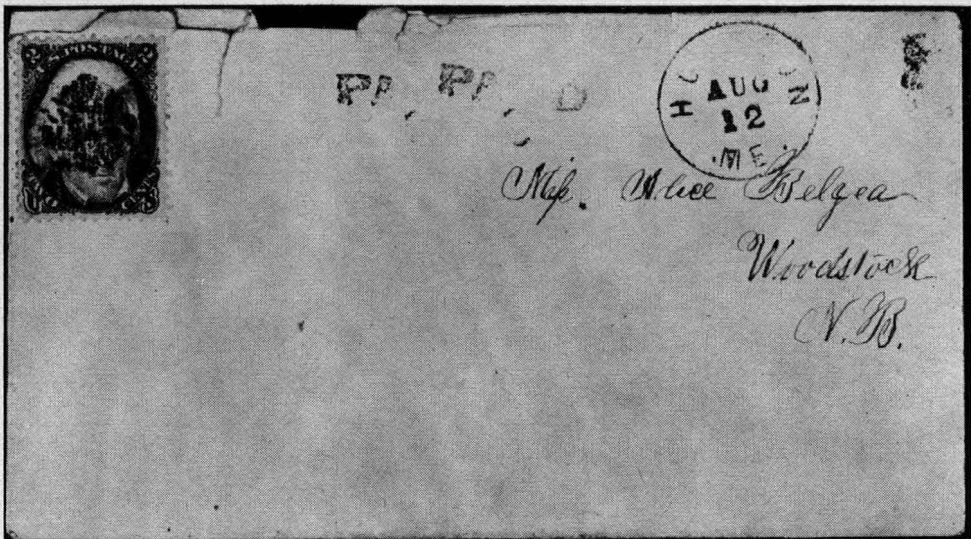
Covers showing the 15c rate from the Pacific coast to Canada are scarce. It seems likely that the volume of such mail was not great, since neither the U. S. nor Canadian exchange offices were provided with handstamps to show the 9d or 15c rate respectively. Normal procedure, as stipulated by the 1851 agreement, was for exchange offices to express the amount due or paid in the currency of the other country, until Canada adopted decimal currency July 1, 1859.

Since the rate again changed April 1, 1868, becoming 6c for prepaid letters regardless of distance, covers at the 10c rate from the Pacific coast to Canada are indeed rare. A cover at either the 15c or 10c rate to Canada is a fine addition to any collection. Rarest of all are the corresponding rates originating in Canada.

I regret to report that no letters were received regarding this cover, but I do want to acknowledge an enthusiastic phone call from my long-time good friend Josie Stultz.

PROBLEM COVER FOR THIS ISSUE

The cover above is somewhat battleworn, but it represents an odd and unusual puzzle. The blackjack (Scott No. 93) is cancelled but not tied by a formless black blob, and is used on a sealed envelope. The envelope is postmarked HOULTON ME. AUG. 12. At the center top are two poor strikes of a handstamp PAID/2 in two straight lines. At the upper right is an indeterminate making



which may be a "2." The envelope is backstamped WOODSTOCK N. B. AU 12 1869. All markings are in black.

What rate and use does this cover illustrate? What is the significance of the markings?

TO THE READER

The Cover Corner tries to feature material illustrating problems in interpretation, rates, postal regulations, or little-known facts of postal history within the period covered by *The Chronicle*. Stampless covers will be used occasionally if they show rates or regulations applying equally to covers with stamps. Problems need not be complex or obscure and material will be chosen on the basis of general interest. If you have a cover which you think suitable for use in the Cover Corner, please write to the editor and send a description or photograph.

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