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The
Chronicle
of the U.S. Classic Postal Issues

February, 1971

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Whole No. 69

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Members are invited to report new items and to submit articles for publication. It would simplify matters if these are sent to the Section Editor appropriate to the period within which the item falls. If there is uncertainty as to which is the appropriate editor, they may be sent to the Editor-in-Chief. Under no circumstances are stamps or covers to be submitted for inspection unless a member of the editorial staff requests that they be sent. While such items are in an editor's possession, they will be cared for as if they were his own, but no liability for loss or damage is assumed by an editor or by the Society.

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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.

Payment should be for whole lines, including names and addresses.

AN 1881 IMPERIAL ALBUM

This example was published by Stanley Gibbons in approximately 1881 and was the fourth edition of its type. It was rebound some thirty years ago, has never been opened out flat since and has been a treasured possession of its owner who has handled it with loving care.

Over the years the album has become fuller and the poor copies have been replaced by superior ones. With the exception of Russian locals and the higher priced rarities in the Swiss Cantonals, the majority of countries are largely completed and it is with reluctance that the present owner is now selling.

A few appetisers are noted:—

Great Britain V.R. 1d., 1878 to £1, 1880 2/- brown; Austria 1850 1kr. yellow and 6kr. brown, both unused; Baden 1851 1k. used; Bavaria 1862 18kr. unused; Finland 10k. rose, pen-cancelled; France 1871 10c. surcharge, mint; Iceland, 1873 2sk. to 16 sk. unused; Italy 1863 10c. two shades, mint; Poland 1860 10k. unused; Russia 1858 10k. fine used; Spain (210 out of 218 possible spaces are filled) 1851 2r. red, used, 1874 10p. black mint, Sweden is complete including the 1855-58 issues; Turkey 1867 25 pi mint and many others.

In addition to this wonderful volume the owner is including a quantity of covers, etc., which are indexed to the album but have not been inserted for the sake of preservation of the binding. There are a number of certificates for the better items.

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Full details of this remarkable volume are available from David Muscott at the Private Treaty Department of

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

1847 COMBO COVERS
CREIGHTON C. HART, Editor

There are several fun ways to collect the United States classic issues that require only the information readily available in any United States price list or catalogue. An interesting and unusual collection is one having combinations of U. S. stamps from two or more issues to pay postage. These combinations of stamps are affectionately called "combo covers".

Combo covers having copies of our first issue are the most difficult to find because they can combine only with later issues, whereas later issues may include copies of earlier as well as later issues. Frequently, combo covers tell interesting postal history stories as well as having collector appeal. In addition to 1847 combo covers with other issues of the United States stamps, there are five 5c 1847 covers showing use in combination with a copy of the 3^d Canadian beaver. These, however, are outside the scope of this article.

The 1847 directories¹ list only five 5c combo covers and two 10c covers. All of these covers have been fully illustrated in the past either in *Stamps* magazine or in auction catalogues, with one exception. Here for the first time they are collectively listed and up-to-date information is given for each.

The five 5c covers are:

1. A 5c stamp with one 1c 1851 plate 1E on a buff envelope postmarked Lexington, Kentucky addressed to Cannonsburg, Pennsylvania. This cover, mailed September 15, 1852, paid double the 3c rate.
2. A 5c stamp with one 1c 1851. There is no town postmark on the legal size cover which is addressed to Williamsport, Pennsylvania. It is docketed as used January 10, 1853 and apparently paid the double 3c rate. The Philatelic Foundation has declined to express an opinion as to its genuineness. This cover has not as yet been illustrated in a philatelic publication.
3. A 5c stamp with two 1c 1851's Type IV and one 3c 1851 on a small mourning envelope postmarked Exeter, New York and addressed to San Francisco, California. The stamps total 10c to pay the single rate for a letter sent more than 3,000 miles. The usage is January 4, probably 1856.
4. A 5c stamp with one 1c 1857 Type II and one 3c 1857 Type II on a cover front postmarked Philadelphia, Pennsylvania addressed to New York. These stamps total 9c to pay the triple 3c rate. The usage is January 4, probably 1858.
5. A 5c stamp with copies of the 1857 issue. There is a single 1c, an irregular block of three of the 3c and one 10c stamp. These stamps total 25c. The legal size envelope is from Eel River, California to Washington, D. C. The date by docketing is January 8, 1859. At this time there was no 25c rate from California to Washington. The 1857 stamps totaling 20c evidently paid the double 10c rate from California for contents of the large envelope. The 5c stamp probably does not belong and was added later.

There is more to tell of each of these 5c covers than the brief description just given.

The No. 1 cover is illustrated in an article by Stanley B. Ashbrook in *Stamps* for December 11, 1948. The 1847 issue was no longer valid for postage in 1852 and this cover (as well as all the others) is an illegal late use. Ashbrook has this to say about the cover, in the text: (p. 482).

This is "a very interesting cover showing a use in September 1852 of the invalidated 5c 1847. Here is a case where the postmaster, at the post

office of origin, refused to recognize the 5c 1847 stamp, but there remains a doubt whether the postmaster at destination considered the letter as paid or unpaid. The cover (buff envelope) was a double rate (2 x 3c), from Cannonsburg, Pa., Sept. 15, 1852, addressed to Lexington, Ky. The postmaster in Pennsylvania refused to recognize the 5c invalidated stamp and marked the letter 'NO GO,' with a pen '10' as the sum due (rate as unpaid, 2 x 5c). Here is quite an interesting point, because the letter was not entirely unpaid, but was partly paid, due to the legal 1c 1851, therefore, if he refused recognition to the 5c 1847, he should have recognized the 1c stamp. The question arises, how should he have rated the letter? Should he have marked it, 5c Due, that is, 1c paid on a 2 x 3c rate, or should he have marked it as 7c Due, same being 1c payment on the 3c prepaid rate, with the extra rate entirely unpaid, thus 5c or a total of 7c. No doubt he was bothered about the rating so he marked it as entirely unpaid, (see the manuscript '10'). Perhaps the postmaster at Lexington was likewise bothered and one wonders if he was the one who crossed out the 'NO GO' and permitted the letter to be delivered as fully prepaid. Perhaps he thought it was very foolish to refuse recognition to the old stamps for which the P. O. D. had received 5c in payment.

"This is a very rare combination and it is covers like this that add great interest to a highly specialized collection."

There is little additional information about the second cover. A manuscript "5" beside the stamps could mean 5c due and that there was only the 1c stamp on the cover with the 5c '47 being added at a later date.

The third 5c Combo is a mourning cover and pays the 10c transcontinental rate that was in effect from April 1, 1855 to July 1, 1863. There is no evidence of year of use and Ashbrook gives it as "probably 1856 or 1857, no doubt the former". This cover is illustrated in figure 1.



Figure 1
1847 Combo Cover

This is No. 3 in the 5c list. The indistinct postmark is Exeter, N.Y., and the date January 4, not Exeter, N.H. and July 4 as it has been mistakenly reported in previous descriptions.

The fourth cover is a lovely one even though it is only a cover front. Ashbrook illustrates this cover and quotes a 1916 article by Dr. Carroll Chase.

"Another is the face of a cover cancelled 'Philadelphia, Pa., Jan. 4' and sent to New York City. This cover bears a 5c 1847 between a 1c 1857 Type II and a 3c 1857 Type II, thus making the triple -9c-rate. This must have been used at least as late as 1858, as the perforated stamps

did not appear until February 1857. This combination also seemingly paid the postage without question."²

The above cover was formerly in the Dr. Chase and the Senator Ackerman collections. I have no record of its ever being offered at auction.

The first four 5c covers have been known to collectors for many years but the fifth cover is a newcomer having first made its appearance at a Brooks Stamp Co. auction on May 24, 1966. The rate from California to the east in 1859 was 10c per ½ ounce. The legal size envelope appears to be one that would have contents weighing over ½ ounce and requiring the double rate or 20c. All the stamps are pen cancelled and only one 3c stamp is tied. The 1c and 3c stamps are in the upper left corner and the 10c stamp at the upper right. The 5c '47 is to the left of the 10c 1857. The manuscript California postmark is in the center between the stamps. The addressee is "Pension Office, Washington, D. C."

The two 10c covers are—

1. A 10c stamp with two 1c Type V and one 3c 1857 stamps. These stamps total 15c on a large legal size envelope postmarked Portland, Maine and addressed to "Hon. Wales Hubbard care of the Courts Portland". It is marked "Private". The use is July 16 and Ashbrook says "the year is 1858 or later".³
2. A 10c stamp with one 1c 1857 and a strip of three of the 3c 1857. These stamps total 20c on an envelope with a New York Ocean Mail Type III postmark. The letter is addressed to San Francisco, California with August 21 in the postmark. There is no year date evident. The correct year is undoubtedly 1860 although it has been frequently given as 1851.⁴

The two 10c 1847 covers are even more interesting than the 5c ones. The first 10c cover appears to be a drop letter mailed in Portland to a Portland addressee. There was a 1c drop rate at this time, but Ashbrook believes the 15c pays the 5 x 3c rate which it undoubtedly was intended to do. The envelope may have been addressed and stamped outside of Portland and later carried to Portland where it was mailed.

Enough has been written about the second 10c 1847 combo cover to make an entire article. This cover was sold by Robert A. Siegel in an auction on November 14, 1963, and that catalogue has a clear illustration of the cover. Accompanying the cover was a letter which Dr. Carroll Chase wrote many years ago, in which he said the cover was mailed to San Francisco in 1851 then forwarded to Alaska, returned to San Francisco, mislaid for 10 years and was later advertised and picked up by Navy Lieutenant Richard W. Meade, Jr. to whom it is addressed.

This is a fantastic story, but unfortunately none of it is true except that it was advertised and picked up by Lieutenant Meade. Later research and recent knowledge about postal markings on this cover show that it was mailed in 1860.

Dr. W. Scott Polland in the January 1964 issue of the *Western Express* first correctly fixed the date as 1860. Polland arrived at the 1860 date by applying his knowledge of mail carried to California with the New York Ocean Mail Type III postmarks.⁵

This unusual cover is addressed to "Lieut. Richard W. Meade, Jr. U. S. Navy San Francisco California". Just who was Lieut. Meade? Further research confirms the year of use as 1860 as reported by Polland. Richard Meade was born in New York, graduated from Annapolis in 1856, attained the rank of Rear Admiral before retiring on May 20, 1895. He was not an officer until 1856 and the first August 21 sailing to California after that date, with the New York Ocean Mail Type III postmarks, was in 1860.

The *Western Express* article illustrates both sides of this cover. There are no postal markings to show that the cover was forwarded to Alaska. The back shows that the cover did find its way to the dead letter office and it is back stamped "advertised June 11, 1861".

Polland believes that "this banged up copy of the 10c 1847 (pin holes, scratches, scuffs, etc.)" was the only stamp originally on the letter and the mail clerk recognized it as an invalid stamp, "and insisted upon proper payment

of postage of that period, and the 1857 stamps were applied and cancelled".⁶ What Polland says may be true, but if so there is no evidence that the 10c '47 stamp was not recognized as valid.

With one exception, the 1847 stamps were always recognized as valid for postage even after their official demonetization.⁷ In 1860 the rate to California was still 10c per ½ ounce. This letter to a young lieutenant may have carried a tender romantic message that weighed more than ½ an ounce. If this was the case then the '57 stamps were added to pay the double rate to California.

If anyone knows of an 1847 Combo Cover other than the ones reported here, please write your section editor about it.

Footnotes

¹ C. C. Hart and S. M. McDonald, *Directory of 5c 1847 Covers*, unpublished; *Directory of 10c 1847 Covers*, 1970.

² Stanley B. Ashbrook, "The U. S. Eighteen Forty Sevens, Some Comments . . .", *Stamps*, June 5, 1948, p. 366.

³ Stanley B. Ashbrook, "The U. S. Eighteen Forty Sevens, Some Comments . . .", *Stamps*, December 11, 1948, p. 484.

⁴ Dr. W. Scott Polland, "My Observations", *Western Express*, January 1964, p. 19.

⁵ Dr. W. Scott Polland, "The New York Ocean Mail Postmarks via Panama to California & Oregon", *Western Express*, January 1964, p. 8.

⁶ *Ibid.*, p. 20.

⁷ C. C. Hart, "A 'First Day' 1847 Cover", *The Collectors Club Philatelist*, July 1962, p. 175.

THE 1847 DIRECTORIES AND SOURCE INFORMATION

The 10c 1847 Directories have been delivered to all members who donated to the Bill Hicks Publishing Fund. All copies have been paid for including those kept by the compilers and those donated by the compilers to the Philatelic Foundation, the Collectors Club of New York, the Royal Philatelic Society, etc.

The Directory lists 1828 different 10c covers including 139 in museums, libraries, etc. Behind each entry in the Directory is a card on which much additional detail information is recorded. Color slides are attached to a third of these cards. Some valuable information is offered from black and white illustrations for another third of the listed covers. Color slides are being made of the remaining covers as rapidly as practical.

Although much information is still to be recorded, interesting postal history pictures are beginning to emerge from the information we now have. From time to time articles will appear in the Chronicle based upon this source material.

Future plans involve 3 major projects: first, the publication of a Directory of 5c covers. This will be a major undertaking because there are probably four to five times as many 5c covers as there are 10's. This means listing 8,000 to 10,000 covers and making a slide of as many as possible. At present we list only about 4,500 five cent covers.

As our second big step we will furnish the Philatelic Foundation in New York duplicates of our list cards and color slides for study by all specialists. If our time and strength permit, duplicates likewise will be furnished to some central point on the west coast.

The final step will be a combined Directory of both the 5c and 10c 1847 covers which will attempt to list all extant covers. Such a Directory will enable students to select quickly the covers to be studied. Specialists and collectors will be able to study the postal history of our first issue of stamps as no other large issue has heretofore been studied.

The Directory of 10c covers has been a major undertaking. Because of the experience we gained assembling the 10c Directory, we are confident the much larger 5c Directory can be compiled and that our entire program will be completed. A combined 5c and 10c Directory will be of great value to collectors and professionals. We are thankful for the cooperation we have had in the past from our collector friends and professionals. Now, we are counting on that same kind of friendly consideration in the future.

Creighton C. Hart
Susan M. McDonald

NEXT ISSUE: "The Knapp Shift as Told to Me by Elliott Perry"
Creighton C. Hart.

CLASSICAL COMBOS AFTER 1847

R. L. D. DAVIDSON

Editor's Note: My part of Creighton Hart's "assignment" was to discuss classical combinations after the 1847's. I presume he asked me to do this because of my considerable interest in them and the fact that I collect them. Recently a reporter in the *Collectors Club Philatelist*, in commenting on the annual membership exhibit, referred to my second-prize level frame of combos as "more a curiosity than informative." I am sorry I offended his taste, but I have found more interesting, controversial, "informative," and desirable items than in several other major specialties I have pursued. Anyway, here is my opus.

Mr. Hart above lists as his criteria those covers bearing 1847 stamps and stamps of a later issue [he mentions covers with Canadian stamps also.] One wonders if any 1847 covers will appear in combination with a postmasters' provisional or with a dark brown five-cent and an orange-brown five-cent paying the ten-cent rate. For in my collection I have not only sought different issues, such as 1851 with 1857 or either with 1861, plain with grilled issues, and 1869 issues with those before and after, but different types or shades of the same value and issue, and combinations of stamps with other rare handstamps and markings. I also seek covers with combinations of regular issues and rare usages of locals and carriers. And last but not least, I also include similar combinations of the Confederate issues and also when used with U. S. during the turbulent period.

In reference to this latter, the year 1861 furnishes a series of the most interesting possibilities because of the demonetization, the advent of the Confederate postal systems, and the general upheaval of that tragic period. When a "combo" with a long-outdated stamp used is discovered, this becomes a real thrill to the collector and though they are not common, they do show up from time-to-time.

For sake of brevity then (and since there is no way of assessing possible numbers) I will present only a few covers with illustrations to indicate the possible varieties.

Figures A, B, and C, show combos of different types and issues.

Figures D, E, F, G, H, show mixed issues.

Figures I and J show Confederate combos.

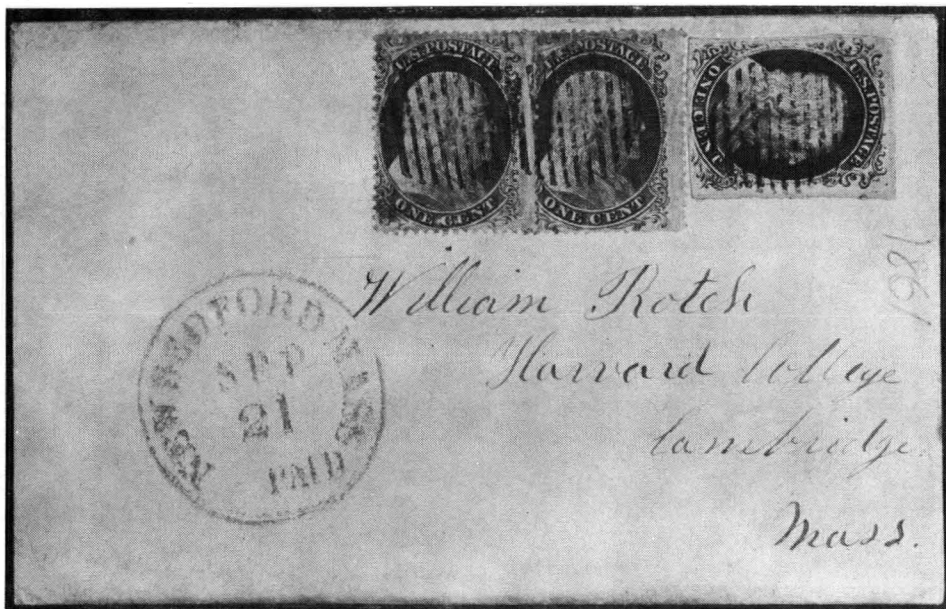


Figure A.

Three different types of the perforated and imperforated one-cent stamps of 1851-57 pay three-cent rate. Red NEW BEDFORD MASS/Sep 21/PAID 1861 to Cambridge. Left stamp is #20 type II perf. (Plate 12, Relief C); second stamp is type I, SAME PLATE AND RELIEF. Right stamp is imperf. (#7), 114, a stamp frequently mistaken for a type IIIA.



Figure B.

A three-cent imperf (#11), two three-cent perforated type I (#25), and three three-cent perforated type II (#26), on a U9 Nesbitt, paying the twenty-one-rate to Switzerland, from False River, Louisiana, Feb. 16, 1859 and delivered at Xertigny, March 14.

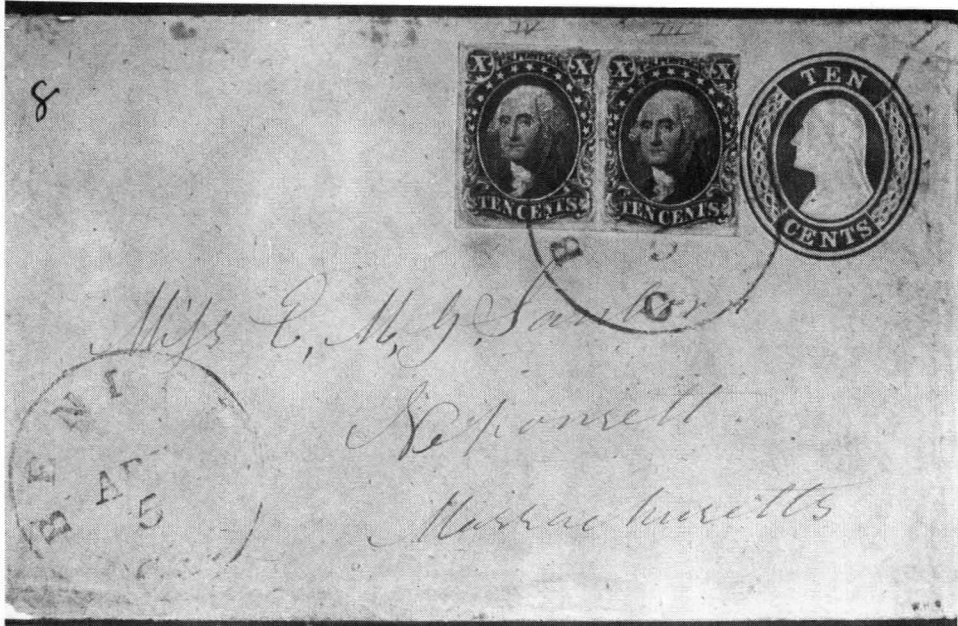


Figure C.

Triple-rate letter from Benicia, Cal. to Massachusetts. The pair of ten-cent stamps consists of a type IV (#16) at left and a type III (#15), on Nesbitt (U16).
Ex: Gibson.



Figure D.

A five-cent 1856 (imperf.) (#12) and a Ten-cent 1858 (perforated) (#35) type V, pay rate Boston to France. September 7, 1859.



Figure E.

Demonetization usage of combination of two issues. Twenty-four-cent rate to Great Britain paid with a one-cent 1857 type V (#24), a THREE CENT BRIGHT PINK (#64), and a pair of the "AUGUST" shade ten-cent deep yellow-green (#68) of 1861. New York to Liverpool, Sep. 1, 1861. Backstamped "Liverpool," Sept. 29, 1861.

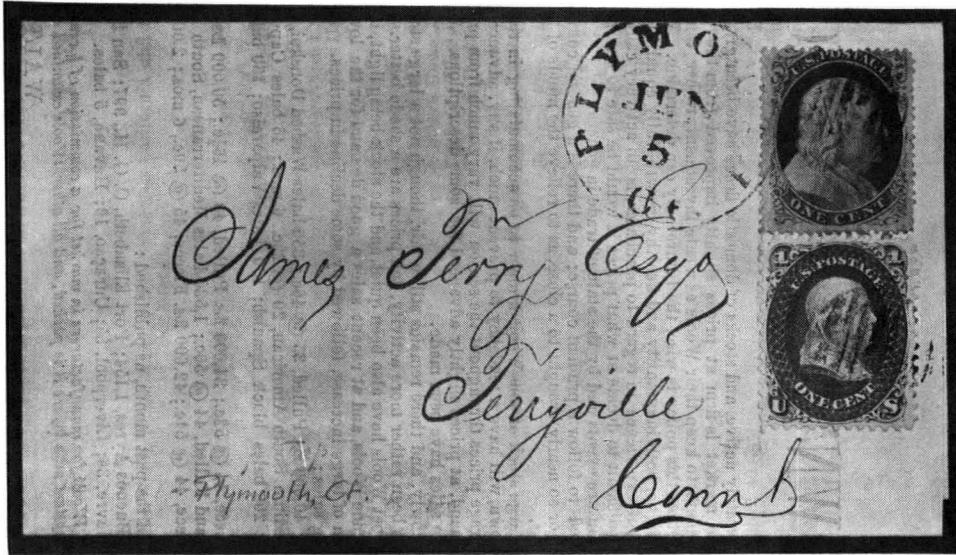


Figure F.

The printed circular rate of two cents paid by one-cent stamps of the 1857 (type V) and 1861 issues. Plymouth, Conn. to Terryville, June 5, 1862.

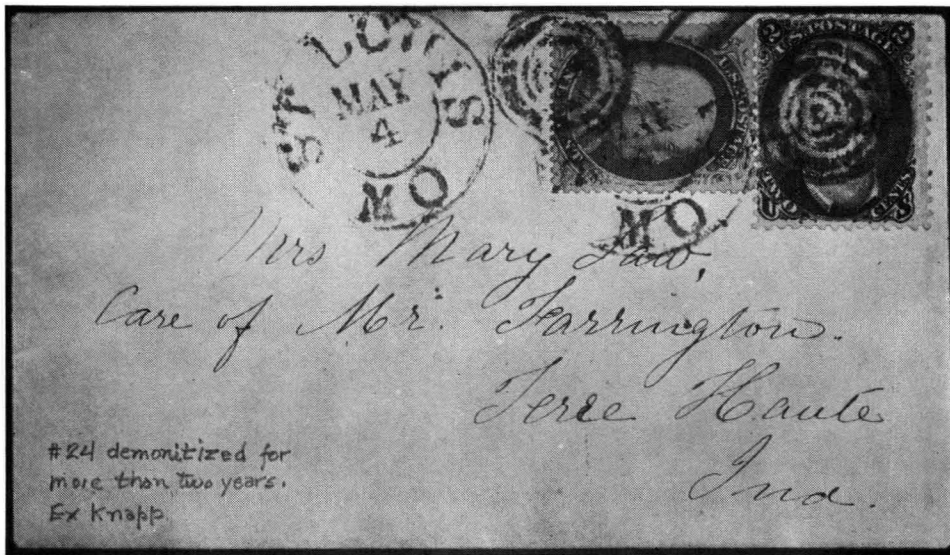


Figure G.

A one-cent 1857 type V (#24) and a Black Jack of 1863 (#73) used to pay the three-cent rate. The one-cent is here used at least two years after demonitization. St. Louis to Terre Haute.

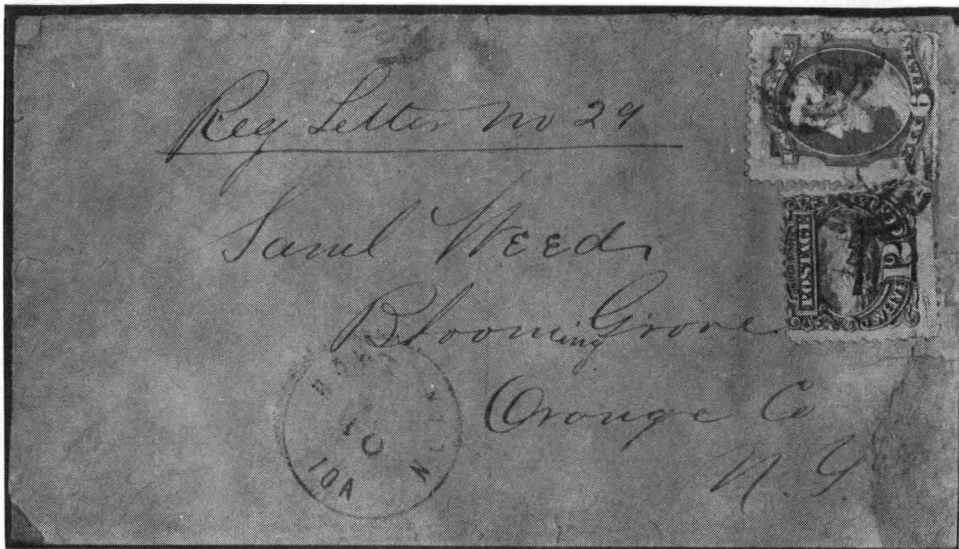


Figure H.

Twelve-cent 1869 (#117) and a six-cent 1870 (#148) (ungrilled) pay 18c registry rate from Iowa to New York State.



Figure I.

Letter mailed from Taylorville, N.C., Feb. 21, 1862 to Wilmington, N.C., where forwarded by a one-cent pale green (#1) tied by black "WILMINGTON, N.C./JAN. 12/3 PAID" to Raleigh. Combination of regular issue (Stone 2) and hand-stamped provisional (Type II).

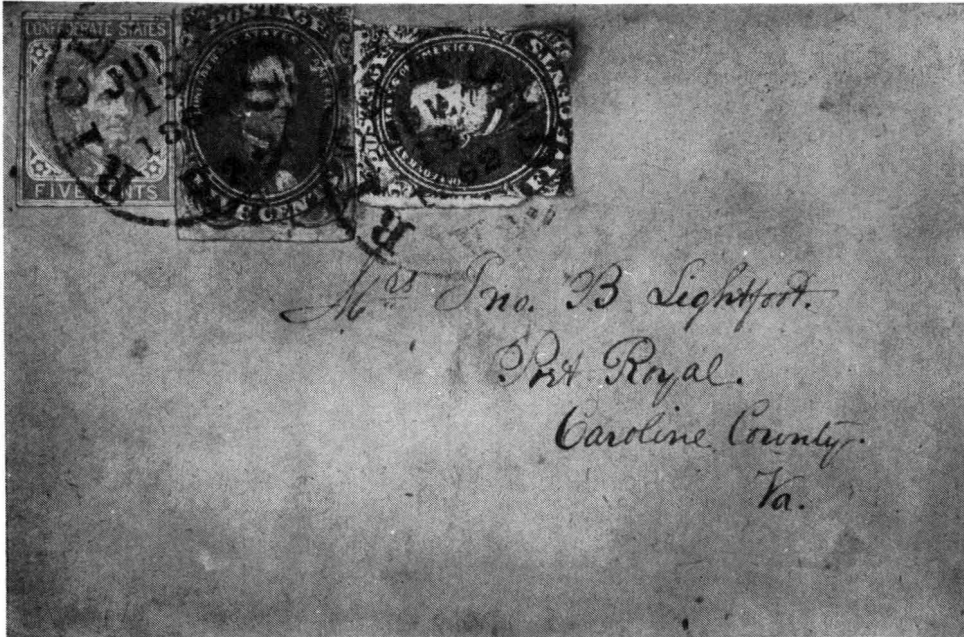


Figure J.

Fifteen-cent rate using one each of three different Confederate five-cent stamps (#1—Stone 2, #4—Stone 2, #6), tied "RICHMOND/JUL 13/1862/Va." to Port Royal, Va.

Note: All photographs from which engravings were made of illustrations A through J, were made by Loren T. ("Mike") Christ. Prints were made by Jack Haley.

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THE 1851-'60 PERIOD
THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

Editors' Note: Your Editors regret that it has been impossible to complete the final installment of *Military Markings: 1851-1861* for inclusion in this issue of *Chronicle*; however, we assure our readers that it will be in the next issue!

FIRST OFFICIAL UNITED STATES PERFORATION

THOMAS J. ALEXANDER, R. A. 562

The change from imperforate to perforated stamps sometime in 1857 was perhaps the most important occurrence in the production of postage stamps since their official adoption in 1847. Because it was so important, a novice might assume that all of the facts connected with this change had long since been uncovered. How wrong he would be! There is no philatelic event in our period that is more shrouded in uncertainty and apparent contradiction. Even Dr. Carroll Chase was uncertain as to the sequence of events leading to the final adoption of this new system, causing him to make inconsistent statements concerning it, as we shall see later.

The Chronology

The following is a chronological list of the events connected with the perforation of U. S. stamps of which we are now aware:

December 11, 1854: The firm of William Bemrose and Sons, Derby, England, apply for a patent on a machine capable of either perforating or rouletting postage stamps. The patent was granted on June 8, 1855.¹

October 16, 1855: Bemrose reports to Perkins, Bacon & Co. of London, that Toppan, Carpenter & Co. of Philadelphia has ordered one of their machines.²

March 21, 1856: The Bemrose machine is in transit to America.³

July, 1856: This is roughly the first month in which the 1856 brownish carmine color appeared with which the Plate 4 plate proofs were printed. See PROBLEM #2 below.⁴

August 21, 1856: Letter from Perkins, Bacon & Co. to the Crown Colony Agent, saying that the Bemrose machine "slits rather than perforates."⁵

October, 1856: Letter from the Post Office Department to Toppan, Carpenter & Co. stating its desire to have stamps perforated and inviting their bid for supplying the same.⁶

November 4, 1856: Letter from Toppan, Carpenter & Co. to the Post Office Department submitting their proposal for perforating stamps and submitting samples of the work.⁷ The proposal was stated in three alternatives:

1. Present contract to be continued, with additional sum of 3c per thousand perforated stamps; if contract is not renewed for at least 4 years at its termination, government is to pay for new plates and perforating machinery.
2. Present contract to be extended to June 10, 1861; all stamps to be perforated at 17c per thousand plus other minor expenses.
3. Present contract to be extended to June 10, 1863; all stamps to be perforated at 16c per thousand plus other minor expenses.

February 6, 1857: First contract between Toppan, Carpenter & Co. and the Post Office Department for the perforation of postage stamps.⁸ This contract has been lost, but apparently it substantially embodied Proposal #1 as outlined in the Toppan, Carpenter letter of November 4, 1856.

February 19, 1857: Earliest known use of an officially perforated stamp (S3: 81, 82 L 7, used from Portland, Maine).

February 27, 1857: Article in the North American & United States Gazette (Philadelphia).⁹ The writer was shown sheets of perforated stamps "yesterday," apparently at the Toppan, Carpenter & Co. plant. He reported that the Postmaster General had ordered 90,000 for New York and Philadelphia and 30,000 for New Orleans and cities of the south and west.

March 7, 1857: Article in Orange (New Jersey) Journal¹⁰ reporting that a supply of perforated stamps had been furnished to Philadelphia, New York and other principal cities.

April 6 and 8, 1857: Second contract between Toppan, Carpenter & Co. and the Post Office Department providing for a four year extension of the basic contract.¹¹ This substantially embodied Proposal #2 in the Toppan, Carpenter letter of November 4, 1856.

May 12, 1857: Earliest known use of a perforated 3c stamp from Plate 6.

July 11, 1857: Earliest known use of a 3c stamp from Plate 10 Early.

July 16, 1857: Earliest known use of a perforated 3c stamp from Plate 3.

July 25, 1856: Earliest known use of a perforated 1c stamp from Plates 1 Late and 2; earliest known use of a perforated 3c stamp from Plates 2 Late and 8.

July 26, 1857: Earliest known use of a perforated 1c stamp from Plate 4.

July 27, 1857: Earliest known use of a perforated 10c stamp from Plate 1.

July 29, 1857: Earliest known use of a 3c stamp from Plate 11 Early.

July 30, 1857: Earliest known use of a perforated 12c stamp from Plate 1.

August 19, 1857: Earliest known use of a perforated 3c stamp from Plate 5 Late.

August 23, 1857: Earliest known use of a perforated 5c stamp from Plate 1 (red brown).

August 25, 1857: Earliest known use of a perforated 3c stamp from Plate 4.

September 15, 1857: Earliest known use of a 3c stamp from Plate 9 Early.

PROBLEMS

PROBLEM #1. WAS THE MACHINE PURCHASED BY TOPPAN, CARPENTER & CO. A ROULETTER OR A PERFORATOR?

All of the available data on this question is contained in *Early American Perforating Machines and Perforations 1857-1867*, by Winthrop S. Boggs. This booklet quotes two crucial letters which contain the only real evidence on the subject (excepting only the Plate 4 plate proofs, discussed hereafter). The first, dated January 5, 1860, is from Perkins, Bacon & Co. to Bemrose & Sons.¹² A postscript says that the writer understood that Toppan, Carpenter & Co. converted their machine from a rouletter to a perforator and inquires how this was done. The second¹³ is Bemrose's reply, dated January 9, 1860:

"We acknowledge receipt of yours of 5th respecting perforating machine.

"We regret you did not find the slitting process satisfactory. The paper's falling to pieces must be in consequence of your cutting it too deep, i.e., letting the cutters press too closely together.

"With reference to our paying attention to the machine—We have been so extremely occupied with our own business that we have had no time to do so; or we should have done, as the machine is gradually getting into use, and would do rapidly if pushed.

"There is no DIFFICULTY about the *punching* by rotary motion—the EXPENSE is the obstacle.

"The holes in the counterpart were all drilled in those we did, but they can be *punched* we are told, which will at once reduce the cost to a reasonable figure, and accomplish the end. We have no one here whom we could recommend to undertake the matter, but you can have no difficulty in meeting with such an one in Town. If you do so, we shall be happy to render you any assistance in our power, as regards advice or anything of that kind.

"We had not heard that Messrs. Toppan & Carpenter had done as you say, but from the experiment we made, we feel quite convinced of the *practicability* of the thing; and are equally assured that the mode is inexpensive."

This reply is ambiguous in the extreme. Is the Bemrose firm saying that the pin counterpart can be punched rather than drilled, as Mr. Boggs thought? Or are they saying that the rouletter may be converted to a perforator? All in all, Mr. Boggs was probably right in thinking that the author of this letter was not responding to the question and had wandered off into a discussion of how

to punch pin counterparts. But this author does not believe that the letter (even if this interpretation is true) is conclusive proof that a perforator was supplied to America rather than a rouletter.

It will be remembered that the original patent covered a machine that could be used in either process, the only difference being the interchangeable rouletting or perforating wheels and counterparts. Further, it appears from the correspondence between these two firms that similar machines were ordered about the same time for both Perkins, Bacon & Co. and Toppan, Carpenter & Co. A letter from Bemrose to Perkins, Bacon (dated May 1, 1856), discussing the cost of the two machines, says the one sent to America was more expensive because of "... double axles, etc., consequent on the variations in width of their stamps. . . ."¹⁴ There is no hint that one was a rouletter and the other a perforator, and clearly the Perkins, Bacon machine was a rouletter.

PROBLEM #2. WHAT WAS THE PURPOSE IN ISSUING THE PLATE 4 PLATE PROOFS?

Dr. Carroll Chase described proofs struck from Plate 4 on proof paper that were obliterated with india ink applied with a brush.¹⁵ These had come from the Earl of Crawford collection in England, and Dr. Chase believed that they had been sent to Bemrose and Sons for experimental purposes with the new machine.

Later, a full left pane, a block of 60 from the extreme right edge of the right pane, and another full left pane less a block of four from the lower right corner were discovered. In an article in *Stamps* on July 15, 1950, Dr. Otto M. Bacher reported that the partial left pane came from the Bemrose family archives, supporting Dr. Chase's thesis.¹⁶ The difficulty is that all of these are printed in a brownish carmine color, which was not used by the company until the second half of 1856.^{16a} If the machine was sent to Philadelphia in March, 1856, why did Toppan, Carpenter send a special printing to England for experimental purposes later in the year?

In his *Stamps* article, Dr. Bacher said: "They have come to light in England in recent years, are fully imperforate, and show no signs of having been tested with a rouletting machine." This is not true, unless the pane was tampered with after Dr. Bacher saw it. The partial pane which was traced to the Bemrose family was subsequently broken up. The author has the upper right block from this pane (9-10; 19-20L4), which clearly shows a single line of rouletting running diagonally across the top margin above positions 9 and 10L.

PROBLEM #3. DID THE PERFORATION OF CERTAIN 3c STAMPS THE LATTER PART OF JANUARY, 1857, REPRESENT THE END OF THE 1851 ISSUE AND THE BEGINNING OF THE SO-CALLED 1857 ISSUE, OR WAS IT EXPERIMENTAL IN NATURE?

This is one of the rare occasions on which Dr. Chase took both sides of a question. Following are his comments regarding perforation of stamps from the "imperforate" plates; page references are to pages of *The 3c Stamp of the United States* from which these quotations are taken. Throughout his discussion of individual plates, his answer to the first part of the question stated above seems to be "yes":

Plate 2 Late (p. 95): "The plate was probably used almost continuously until shortly after the government perforated stamps first appeared, February 24, 1857. It is likely that it was discarded about April, 1857. . . ."

Plate 3 (p. 100): "This plate was used almost continuously from the time it first appeared until sometime after February 24, 1857, because it is known with government perforation. It was evidently discarded about March or April, 1857."

Plate 4 (p. 114): "Plate 4 was used continuously until the 'imperforate plates' were displaced by those made for the perforated Type II stamps, this probably happening about the middle of the year 1857."

Plate 5 Late (p. 119): "The plate was probably used continuously or almost so, until the perforation of stamps began February 24, 1857, and for a very short period after that."

Plate 6 (p. 122): "It was probably used continuously until the perforated

stamps began to appear, February 24, 1857, and was employed more or less as long as the 'imperforate' plates were used for the perforated stamps of 1857."

Plate 8 (p. 126): "It was probably used continuously until the issue of perforated stamps was begun February 24, 1857. . . ."

But when he discusses the events that occurred in 1857 generally, the answer to the first part of the question is "no":

"The issuing of officially perforated stamps is stated to have commenced on February 27, 1857, and I have seen a copy of the 3c value with official perforation used as early as March 4 of that year. However, I am convinced that comparatively few of the stamps issued before July or August of 1857 were perforated. I believe this to be so because of the scarcity of perforated stamps on covers dated prior to September 1 of that year." (p. 40).

"Although the date of issue of the stamps perforated for the government is given as February 24, 1857, the earliest perforated stamp which I have seen was used in New York City, March 2, 1857. This stamp incidentally is from Plate 7. Another has been seen from the same city used March 5; another from Baltimore, Maryland, probably on the same date; while a few more have been noted from New York later in the month of March; and two from Boston, one on the 11th and one on the 13th of this same month. Other copies dated during the months from April to August, 1857, are occasionally found, although any perforated stamp used earlier than August, 1857, is scarce. It is quite evident that only a small percentage of the stamps issued to the public during this period had gone through the perforating machine. No other denominations of the 1857 series is known used before July 28, 1857, hence it is evident that all experimental work was done on the 3c stamps." (p. 177).

This brings us to a very peculiar set of circumstances. A glance at the chronology indicates that stamps from Plate 7 appeared on February 19, 1857. Stamps from no other plate appeared until July 11, 1857. (Here we ignore the reported early date of May 12 for Plate 6. The author has never seen the cover on which this report was based, and unless it was authenticated both as to plate position and date by Dr. Chase or another recognized authority, such a date for this plate seems highly improbable, as we shall see later). Within six weeks from July 11, 1857, stamps from every plate then in use, including the 1c, 5c, 10c and 12c denominations, were being perforated. The implication is clear. The perforation of Plate 7 stamps in February was experimental in nature, and full scale perforation did not commence until the following July.

Some months ago, in No. 63 of the *Chronicle* (p. 103), our members were invited to send in the stamp plate positions and cover dates on any covers in their collections showing a perforated stamp used between February and July, 1857. The response was not encouraging, and yet the few recorded covers we have reveal an interesting pattern:

Date	Where Used	Plate No.	Reported By
February 19, 1857	Portland, Maine	7	Dr. G. B. Smith
March 2, 1857	New York	7	Dr. Carroll Chase
March 5, 1857	New York	?	Dr. Carroll Chase
March 5, 1857	Baltimore	?	Dr. Carroll Chase
March 11, 1857	Boston	?	Dr. Carroll Chase
March 13, 1857	Boston	?	Dr. Carroll Chase*
March 13, 1857	Boston	7	T. J. Alexander*
March 21, 1857	New Orleans	7	Dr. G. B. Smith
March 24, 1857	Chicago	7	C. C. Peterson
March 24, 1857	New York	7	T. J. Alexander
April 16, 1857	Chicago	7	T. J. Alexander
July 4, 1857	New York	7	T. J. Alexander
July 15, 1857	Newbury, Ohio	7	T. J. Alexander
July 27, 1857	Philadelphia	7	T. J. Alexander

*These are probably the same cover.

The gap between April 16 and July 4 strongly suggests that after the initial

run of perforated stamps in February, no stamps from any plate were perforated until total perforation began in July.

If the initial perforation of stamps from Plate 7 was experimental, how extensive was it? The only available data, short of an actual count of all covers now in existence, is the February 27th article in the *North American & United States Gazette*. There it was reported that the Postmaster General had ordered a total of 120,000 stamps (6,000 sheets). This may very well have been the total number of stamps perforated and sent to postmasters prior to July. If so, stamps from this experimental run are rare—much more rare than perforated stamps from Plates 2 Late, 3 and 5 Late, which are themselves four times more rare than an orange brown stamp from Plate 1 Early.

What Really Happened

From the above facts, it is possible to build a strong circumstantial case of what probably occurred in 1856-1857. In the first place, Dr. Chase was undoubtedly right in saying that the Post Office Department and the contractor had an oral working agreement from the very first concerning the desirability of perforating stamps.¹⁷ Toppan, Carpenter & Co. surely would not have ordered the machine from England sometime after the middle of 1855 without some assurance of reimbursement from the government. The reasonableness of the proposals of November, 1856, are justified in that document by an apparently full disclosure to the Post Master General of the company's out-of-pocket expenses:

"The above estimate for the perforation of the stamps, is predicated on as careful a calculation as we have been able to make of what will be the actual cost to us, and the fairness of that calculation we submit freely to your scrutiny, having presented the data on which it is made."

The machine arrived in Philadelphia sometime in April, 1856. It was a rouletter, just as was the machine sent to Perkins, Bacon & Co. Toppan, Carpenter probably had the same complaint as Perkins against the rouletter—the paper was so weakened by the rouletting that the sheets tended to fall apart prior to use.

It is often said that Toppan, Carpenter themselves converted the rouletter to a perforator. This may be so, but it seems more probable that they simply sent to England for perforating wheels and counterparts to replace the rouletting wheels and counterparts. It will be remembered that the original patent to Bemrose covered both types of separation, and Mr. Boggs' calculations proved that the Bemrose perforator would produce the correct gauge as shown on the officially perforated stamps. Of course, if this is what occurred, why was the Bemrose firm so obtuse in their letter to Perkins, Bacon on January 9, 1860? Bemrose had given up promoting the machine by this time, and it is probable that the writer of the letter had forgotten the sequence of events or did not know the facts, not having been directly involved. That Toppan, Carpenter had simultaneous access to both a rouletter and a perforator is proved by the existence of a 3c vertical pair from Plate 2 Late (described by Dr. Chase on page 174 of his book) which was both perforated and rouletted. He thought that this pair came from a late 1855 printing. It had been heavily cancelled by "ruled, crossed, black pen lines," showing its experimental nature. Where is this pair today? The author would be grateful for an opportunity to photograph it.

This difficulty with the machine in the summer of 1856 may explain the existence of the Plate 4 special printing and the reason these panes were sent to England after the machine had been delivered. They were probably sent so that Bemrose & Sons could see for themselves the problem with the rouletter. Of course, they were useless for that purpose, being printed on soft, thin proof paper rather than the regular stamp paper, which is, in turn, the probable reason for only one line of rouletting appearing on the full pane from the Bemrose files.

In any event, conversion of the machine to a perforator was complete by October, 1856, and the parties proceeded with the formalities leading to the first contract of February 6, 1857. But why were there two contracts—this one and another on April 6-8, 1857? This can only be attributed to the Post Master General's fear that the innovation would not be accepted by the public. As a first

step, he apparently agreed to reimburse the contractor for its out-of-pocket expenses if perforation proved to be a failure, and further agreed to pay for a small experimental run with the perforator. But until he was assured of the success of the project, he refused to permit total perforation and refused to extend the contract. In short, the old contract of 1851 continued in full force; the Post Master General agreed only to pay 3c per thousand for such stamps as he ordered to be perforated; in addition, he promised to repay the company for its out-of-pocket expenses connected with the perforator at the end of the contract period (June 10, 1857). Under this agreement, he ordered at least 120,000 3c perforated stamps and delivered them to the major post offices of the country.

The public's response was uniformly favorable, and so two months later he agreed that the 1851 contract be extended in accordance with the contractor's proposal #2 of November 4, 1856. The salient points of this second contract of April 6-8, 1857, were:

1. The contract of 1851 was extended to June 10, 1861.
2. The contract price was raised from 15c per thousand stamps to 17c per thousand stamps.
3. The contractor would pay for all new plates and the perforating machine.
4. All stamps under the new contract were to be perforated.

That the terms of this extension were followed literally explains the delay in deliveries of perforated stamps until July. Until the expiration of the 1851 contract as amended by the February agreement and the beginning of the extension, no perforation was authorized; consequently, deliveries of imperforate stamps continued until June 10th. Both perforation and the production of new plates designed to fit the machine started only after June 10th. It is not known when deliveries of perforated stamps were first made to the Post Office Department, but it is clear that deliveries to individual post offices were not begun until the stocks of imperforate stamps were exhausted—in July and August, 1857.

As the new plates were put into production, the old "imperforate" plates were retired. In the 3c denomination, the first to go were Plates 2 Late, 3 and 5 Late, each of which had extremely shoddy spacing and alignment, which made it virtually impossible to produce a well centered perforated stamp from them. Surely none of these plates were continued in production for more than a month after perforation began. Plates 4, 6, 7 and 8 were used well into the Fall of 1857 and, as Dr. Chase reported, Plates 4, 6 and 7 were used again for a time in 1859.

At the time perforation began, the contractor apparently had on hand a stock of 1c sheets from Plate 1 Late, which had previously been abandoned. This remainder stock was run through the perforating machine and distributed to the public. One cent Plates 2 and 4 were continued in use until sometime in the fall of 1857.

If these assumptions are correct, some sharp-eyed member should be able to materially advance some of the present earliest known dates of use. For instance, Plate 5 Late should have appeared sometime during the third week of July rather than on August 19th. Likewise, the earliest known date for Plate 11 Early seems to be about two weeks too late.

Plate 7 probably deserves the honor of two earliest known dates of use in its perforated state. The first, of course, would be February 19 under the first contract. The second would be the earliest known use under the second contract. We may be on infirm ground in assigning this second date, since a supposedly early second date could conceivably be a late use of the experimental printing. Unfortunately, color is not a key to distinguishing the two printings; the experimental printing is in a claret shade which closely resembles subsequent printings in July.

Anomalies

Aside from the question of the earliest known date of a perforated stamp from Plate 6, only one stamp has thus far been seen which does not fit the pattern described in this paper. It is an off-color single from Plate 2 Late which has a socked-on-the-nose townmark dated Feb. 16 (or 26), 1857. It is possible that this

stamp was used in 1858 before the postmaster got around to changing the year date in the townmark, but this seems unlikely. On the other hand, it may be that this is one of the "samples" submitted by the company to the Postmaster General in their proposal of November 4, 1856; If so, it is an outstanding example of frugality on the part of the Postmaster General, who must have sent the samples, along with the experimental run from Plate 7, to local post offices for distribution to the public. If this is the case, surely others will turn up, on cover, as verification.

Acknowledgments

The author gratefully acknowledges the suggestions and criticism of the following members, who were kind enough to read and comment on the manuscript prior to publication: DeVere A. Card, Mortimer L. Neinken, Tracy W. Simpson and Dr. Gerald B. Smith.

¹ Copies of this patent application, together with diagrams of the machine and some of its components, are found in the following texts:

Early American Perforating Machines and Perforations 1857-1867, Winthrop S. Boggs, pp. 6-10.
The 3c Stamp of the United States 1851-1857 Issue (Revised), Carroll Chase, pp. 169-173.

² The letter containing this report is reprinted in full in the following texts:

Early American Perforating Machines and Perforations, *supra*, p. 11.

The 3c Stamp of the United States, *supra*, pp. 165-166.

The United States One Cent Stamp of 1851-1857, Stanley B. Ashbrook, Vol. II, p. 23.

³ Letter from William H. Bemrose to Perkins Bacon & Co. dated May 1, 1856. The full text of the letter is found in the following texts:

Early American Perforating Machines and Perforations, *supra*, pp. 11-12.

The 3c Stamp of the United States, *supra*, pp. 166-167.

The United States One Cent Stamp of 1851-1857, *supra*, Vol. II, p. 24.

⁴ *The 3c Stamp of the United States*, *supra*, pp. 156-157: "Toward the middle of the year 1856 a deeper color came into use which very closely resembles and in fact sometimes is identical with certain of the 1852 printings. These, of course, are again called brownish-carmine."

⁵ This letter is reprinted in *Early American Perforating Machines and Perforations*, *supra*, pp. 12-13.

⁶ The existence of this letter was reported by Philip H. Ward, Jr., in his "U. S. Notes" column in *Mekeels*, titled "1857 Issue—Our First Perforated Stamps." The date of publication of this column is unknown. Does anyone know where this letter is now, or where Mr. Ward obtained his information?

⁷ These proposals were set out in the column by Philip H. Ward, Jr., mentioned in footnote #6 above. They do not appear to have been reported elsewhere, and because of their great importance, they are set out in full in APPENDIX A for the record.

⁸ The existence of such a contract is confirmed by S. H. Carpenter to the Commissioner of Internal Revenue in a letter dated April 2, 1863. The letter was originally reported by John N. Luff in his book *The Postage Stamps of the United States*, p. 75. It is reprinted in *The 3c Stamp of the United States*, *supra*, p. 164, and in *The United States One Cent Stamp of 1851-1857*, *supra*, Vol. II, p. 22.

⁹ This article is reprinted in *The 3c Stamp of the United States*, *supra*, p. 165 and in *The United States One Cent Stamp of 1851-1857*, *supra*, Vol. II, p. 22.

¹⁰ This article is reported in *Pat Paragraphs*, No. 19, p. 451.

¹¹ *The United States One Cent Stamp of 1851-1857*, *supra*, Vol. I, p. 49.

¹² This letter is found on page 3 of the Boggs book. It is also reprinted in *The 3c Stamp of the United States*, *supra*, p. 168.

¹³ This letter is found on page 13 of the Boggs book. It is also reprinted in *The 3c Stamp of the United States*, *supra*, pp. 168-169.

¹⁴ *Early American Perforating Machines and Perforations*, *supra*, pp. 11-12; *The 3c Stamp of the United States*, *supra*, pp. 166-167.

¹⁵ *The 3c Stamp of the United States*, *supra*, pp. 174, 210. Mr. D. A. Card points out that these probably are not, strictly speaking, proofs at all, but rather a special printing. APPENDIX B is a reprint of his letter to the author on the subject. Throughout the balance of this Article, they will be referred to as the "special printing of 1856".

¹⁶ "The Original Plate Proofs of the U. S. 3c 1851," Otto M. Bacher, Ph.D., *Stamps*, July 15, 1950, p. 86.

^{16a} The company did print the 3c stamps in a brownish carmine color from late 1851 through 1852, but this color was abandoned long before Plate 4 was laid down.

¹⁷ *The 3c Stamp of the United States*, *supra*, p. 174.

APPENDIX "A"

Following is the full text of the letter from Toppan, Carpenter & Co. to the Postmaster General, dated November 4, 1856, which appeared in Phillip H. Ward Jr.'s "U. S. Notes" column, *Mekeels*, titled "1857 Issue—Our First Perforated Stamp."

“Philadelphia November 4, 1856

“Hon. James Campbell
“Postmaster General
“Washington, D. C.

“Dear Sir:

“We have the honor to submit for your consideration the following proposals to contract for furnishing Postage Stamps (as heretofore) with the addition of the perforation of each sheet (as per samples furnished by us) and including the expense of envelopes, pasteboard boxes, paper, packing, and delivery to your Agent in Philadelphia.

“We understood your wish to be, that we should furnish three separate propositions—the first of which to embrace merely the terms on which we would agree to add the perforation of the stamps to the present contract, and deliver the stamps thus perforated during the term of our present contract say—until the tenth day of June, 1857.

“The second and third propositions, to be for new contracts for periods of 4 and 6 years—we proceed accordingly with

Proposition No. 1

“We will perforate all the postage stamps to be delivered by us under our present contract, at the rate of three cents for every one thousand stamps thus perforated, provided, that in the event of our contract furnishing stamps not being renewed at its expiration, (for a term of at least four years) the Government shall in that case, indemnify us in the sum of nine thousand five hundred dollars, for the necessary expenses which we must incur in order to perfect the perforation and which would be a total loss to us in case of the non-renewal of our contract. The entire machinery, plates, etc., necessary to the printing and perforating the stamps, to become the property of the Government on the payment of the aforesaid sum.

Proposition No. 2

“We propose to cancel the present contract, and make a new one embracing all the terms and stipulations of the present contract, (except as to time and cost) adding thereto, the perforations of all the stamps (as per sample furnished by us) and including also the entire charge for envelopes, pasteboard boxes, paper, packing and deliver to your Agent as now provided for by a separate agreement, which new contract shall commence and take effect from the date of the first delivery of perforated stamps, and terminate on the tenth of June 1861. For the above service, we ask at the rate of eighteen and one half cents for every one thousand stamps thus perforated and delivered or at the rate of seventeen cents for every one thousand stamps thus perforated, and the Government to pay in addition (as heretofore) for expenses of envelopes, pasteboard boxes, paper, packing and delivery to your agent.

Proposition No. 3

“For the performance of the same duties in every respect as stipulated in Proposition No. 2, but extending the time at which the Contract shall terminate, to the tenth of June 1863. For every one thousand perforated stamps (including charge for envelopes, pasteboard boxes, paper, packing and delivery to your agent) the sum of eighteen cents. For every one thousand perforated stamps (without including charge for envelopes, pasteboard boxes, paper, packing and delivery to your agent) the sum of sixteen and one half cents.

“The above estimate for the perforation of the stamps, is predicated on as careful a calculation as we have been able to make of what will be the actual cost to us, and the fairness of that calculation we submit freely to your scrutiny having presented the data upon which it is made.

“By reference to documents in your possession, you will see that for the same price, the British Government has paid an immense sum for machinery and the right to use it, and that after an outlay of \$20,000. for the mere right to use the machinery, and at least \$30,000. for the five machines necessary to do the perforation of their stamps, they then were at a very heavy expense for working the machines.

"In your case, we make no charge for either the machinery or the right to use it (in case the contract is made for four or six years) which is \$50,000. less than the actual cost to the British Government before they could perforate a single stamp.

"With regard to the envelopes, pasteboard boxes, paper, labor and expense of packing and delivery to your agent, we have estimated all that at one and one half cents for every one thousand stamps—we learn from Mr. Johnson that the pasteboard boxes cost three cents each, for the smallest size and four and five cents each for the larger—he estimates that he uses now from 50 to 60 of these boxes per day—this quantity will no doubt be greatly increased during the next few years, and we are satisfied that the terms named above for this branch of the business will not more than cover the actual cost to us. If, however, you should think otherwise, we would be quite willing to continue that part of the contract on the same terms as we have heretofore executed it.

"Very respectfully

"Your obedient servants,

"TOPPAN, CARPENTER & COMPANY."

APPENDIX "B"

The following letter received by the author from Mr. D. A. Card concerns the proper description of the so-called Plate 4 "Plate Proofs":

"Has it occurred to you that the Plate 4 so called 'Proofs' may be, technically, not proofs at all but rather a small 'special printing'? Strictly speaking, a proof is a trial or test impression, **TAKEN IN ADVANCE OF PRODUCTION**. In the case of an etching several proofs are often taken at various stages during the production of the plate, perhaps this is also true of some other methods of production.

"Plate 4 was apparently placed **IN PRODUCTION** in March 1855. If the 'proofs' were sent to England in the fall of 1856 this would be about 18 months **AFTER** the plate was put in production. Surely these 'proofs' were not regular production output. They were on different paper, were not gummed and the quality of impression was far superior to the production product of 1855 or 1856.

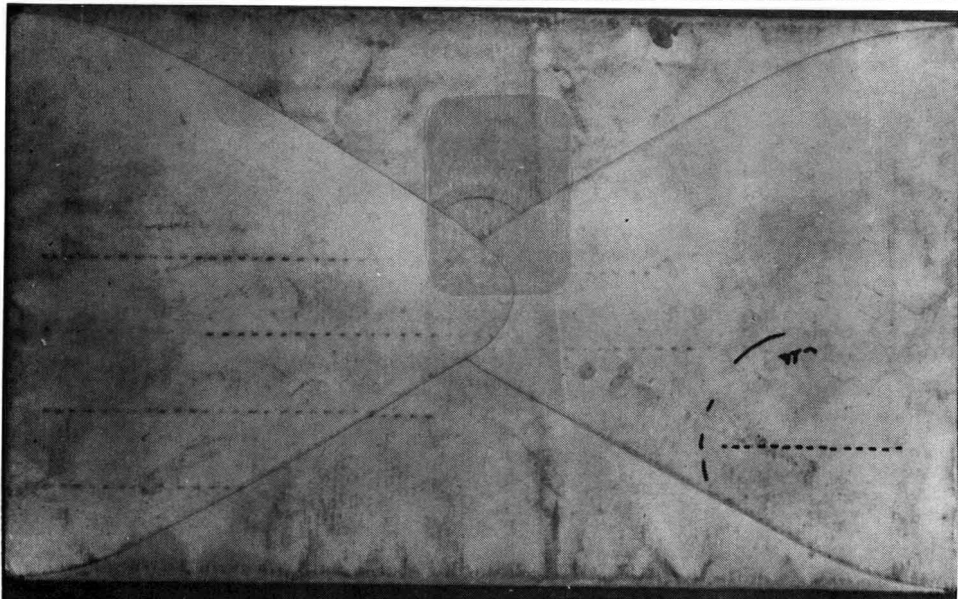
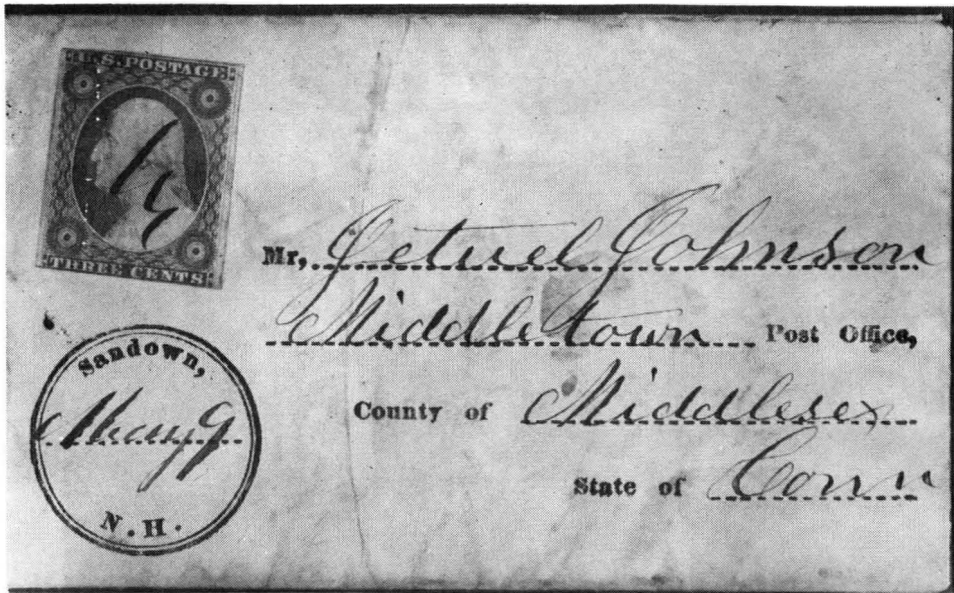
"Why a 'special printing' to send to Bemrose? 1855 was perhaps the low point in 1851-57 stamp production. The impressions were usually poor and the general appearance not attractive when compared with many printings both earlier and later. This was probably due to a poor ink formula and to the continued pressure for increased production. Perhaps Toppan was not especially proud of the current output, that he felt that a stamp showing better impressions and a more attractive color might convey a better company image. The 'proofs' would then become a small special printing made only to impress Bemrose."

Sandown, New Hampshire

Mr. Louis R. Campbell, R.A.445, has provided us with the photographs shown here of the front and back of a cover from Sandown, New Hampshire. Both the townmark and partially printed address were typeset in one operation with the same type. The photograph of the back of the cover shows that enough pressure was applied by the press so that the lines of dashes and traces of the townmark are raised on the back of the envelope (some of the lines have been strengthened for clarity).

It is apparent that the envelope, including the townmark, was preprinted prior to delivery to the user. When placed in the mail, the postmaster pen-cancelled the stamp and wrote in the date in the preprinted townmark.

The postmaster may have been a printer who prepared and sold these envelopes as a convenience to his customers. On the other hand, they may have been prepared by the operator of a commercial enterprise with a large mailing list. In this case, he would have arranged with the postmaster to have all of his envelopes pre-printed with the townmark to reduce the postmaster's work when the mailings were made. Does anyone have any other information on this marking?



The townmark should be added to USPM, Schedule A-2. The diameter is 26 mm.

Returned for Postage

Illustration R under "Newly Reported Markings" shows a "Returned for Postage" handstamp submitted by Mr. G. J. Bernadt. It appears on a cover that originated in Hamilton, New York, was addressed to "Commodore Paulding, U. S. Frigate Potomac, care of U. S. Consul, Havana, Cuba", and is endorsed in the same hand, "By first steamer from New York". In addition to the handstamp, there is a manuscript "due 7" and a docketing note "Jan. 16/56".

The rate to Cuba was 10c; prepayment was required and partial prepayment was not permitted. It is likely that the "due 7" was erroneously applied in Hamilton and that the handstamp was applied in New York City; the cover was then returned to Hamilton and the writer presumably put the letter in a new envelope with 10c prepaid. Can anyone confirm that this handstamp was used at New York City?

NEWLY REPORT MARKINGS ASSOCIATED WITH U. S. MAILED

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

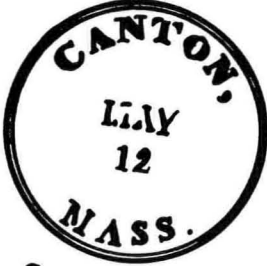
Illustration No.	USPM Schedule	Description (dimension in millimeters)	Used With	Reported By
<i>Florida</i>				
A	A-1	WELAKA, E.F./D S1 24 x 12 This is a script handstamp, struck in black "E.F." stands for East Florida	S5	D. L. Jarrett
<i>South Carolina</i>				
B	A-1	ARSENAL S.C. f-sc-sl 46 x 24 Used as a receiving mark	3c Nesbitt	D. T. Beals, III
<i>Massachusetts</i>				
C	A-2	CANTON, /D/ MASS. K19-dlc 35	S2	D. T. Beals, III
D	A-2	SOUTH FRAMINGHAM /D/ MASS K3-33½ green	S2	D. T. Beals, III
<i>New York</i>				
E	A-2	COEMANS /D/ N. Y. K15-25½ Struck in red	S2	D. T. Beals, III
F	A-2	PATTERSON /D/ N. Y. K15-30	S5	G. J. Bernadt
<i>Kentucky</i>				
G	A-13	Louisville L14-22	S1	D. T. Beals, III
<i>Massachusetts</i>				
H	A-13	Amherst L14-20	S5	G. J. Bernadt
I	A-13	South Milford L24-17-½. It is probable that the stamp was "framed" by partial strikes at the corners and not that one hand- stamp contained the entire design traced here.	S2	D. T. Beals, III
<i>Massachusetts</i>				
J	A-13	WESTBORO L7-20	S2	D. T. Beals, III
<i>New York</i>				
K	A-13	Albany L7-22	S5	H. M. Thomas
L	A-13	Oswego L7-20	S5	H. M. Thomas
<i>Ohio</i>				
M	A-13	Bloomingsburg L14-14	S2	D. T. Beals, III
<i>Massachusetts</i>				
N	A-14b	North Chelmsford M7-25 A hand-made rimless imitation Boston PAID, May 17 (1858)	S4	L. L. Downing
O	A-27 (b)	MISSENT 28 x 6-½ Seymour, Ct.	S2	D. T. Beals, III
P	A-27 (b)	MISSENT &/FORWARDED 36 x 10 New York	S2	D. T. Beals, III
Q	A-27 (b)	MISDIRECTED 39-½ x 4 New York	S5	D. T. Beals, III
R	A-27 (c)	RETURNED FOR/ POSTAGE 39-½ x 12 (red) (see text)	S2	G. J. Bernadt

W. Lake, C. J.
May 7.

A



B



C



D



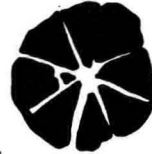
E



F



G



H



I



J



K



L



M



N

MISSISSIPPI

MISSENT &
FORWARDED

P

RETURNED FOR
POSTAGE

R

MISDIRECTED

Q

THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

This section of *Chronicle* No. 68 was devoted largely to the waterways markings records of the late Henry A. Meyer. Publication of these markings has aroused a good deal of comment, plus some questioning of whether the subject was appropriate to these pages, covering as it does, a far wider range of time than just 1861-69. Another criticism offered was that the text published was several years old and (incorrectly) "Mr. Meyer had later records." Furthermore, that the draft as printed, was "replete with error", since "much material has come to light since the draft was written."

Such criticisms are perfectly sincere, and we have no desire to quarrel with them. We can only suggest that those so commenting reread the introductory material to this whole affair, on page 29 of *Chronicle* No. 65, plus the introduction to the continuation of the material in *Chronicle* No. 68. To reiterate, the whole purpose of publishing the Meyer records of waterways markings is to update them as much as possible. In this respect, while we have been informed that much additional data has been developed, we have seen very little of it. Very few route agent markings have been reported in addition to those listed in the Meyer records. As regards the various types of markings where more than one nearly identical version exists as was noted on pages 161-162 of *Chronicle* No. 68, we are not adverse to listing these provided such listings are meaningful, and positive and consistent identification can be made. In other words, we feel the New York Express Mail markings, which were used on two different routes during a period of a few years, might be worth sorting out if only so that covers could be more readily distinguished as to which route was involved. As to the others, there seems to be no reason to try separating these, except as a specialist exercise, since a great many more of the route agent markings exist in two slightly different versions as used by two different individual route agents on alternate trips over the same route. However, further discussion or reports on the subject of waterways markings will have to wait a future issue.

We have several other reports of interest which will also have to wait, and one request. Mr. John S. Hopkins, of Topeka, Kansas, has requested to be advised of covers bearing Black Jacks with territorial markings. He mentions two covers known from Fort Abercrombie, Dak. T., and wonders if others of this nature exist.

THE NINETY CENT 1861 GRILLED STAMP ON COVER

JEROME S. WAGSHAL

There are more things in
heaven and earth, Horatio,
Than are dreamt of in your
philosophy.

Hamlet, Act I, Sc. 5.

The great rarity of the Nineteenth Century U. S. classics in general is a fact to which frequent reference is made. Few major sales are without at least one item represented as "The only example known." Yet, although the rarity of classic U. S. material must be conceded, the greater my experience in philatelic matters, the more I have come to believe that the volume of classic material in existence is far greater than generally realized.

The difficulty in correctly assessing the volume of classic material in existence is, of course, due to the fact that much of it is in the hands of non-exhibiting collectors. And the epidemic of philatelic thefts in recent years has naturally reinforced the inclination of such collectors to avoid publicity. For this reason, the *Chronicle* renders a particularly valuable service to students of the classics when it reports rarities whose existence is not generally known.

The idea for this report arose from a statement in the August, 1970 issue of the *Chronicle* that,

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

On reading this, I recalled another cover with a 90 cent grilled stamp. It is illustrated in Figure 1.

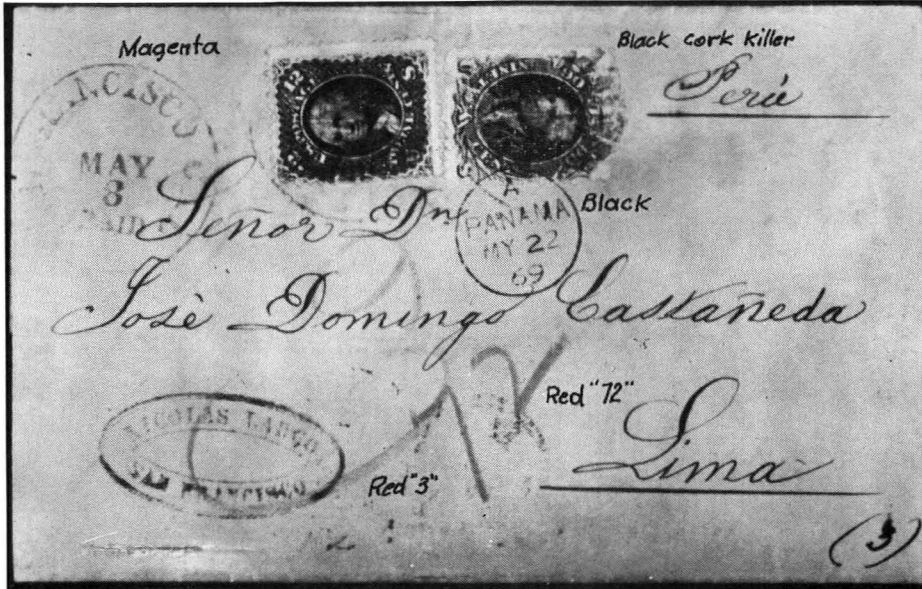


Figure 1.

This illustration was supplied by the owner, a philatelist of rare discrimination who wishes to remain anonymous.

In addition to the 90 cent grill, the cover also bears a 12 cent 9x13 grill. The basic rate to Peru via Panama at that time, May of 1869, was 34 cents per half ounce.* As can be seen from the illustration, this was a triple rate cover. It was postmarked in San Francisco in the "real magenta" on May 8, 1869 and arrived in Panama two weeks later. There are no back markings except a George Sloane guaranty. The cover has a Foundation certificate.

If the only other cover known is one with a 3 cent green, then this cover must rank as the only one with a 90 cent grilled used during the period of issue. In any event, it is a philatelic gem of the first rank.

*Norona, *Cyclopedia of United States Postmarks and Postal History*, Vol. 2, Art. 27, p. 12; citing Rep. P.M.G. November 15, 1870.

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E. N. SAMPSON

P. O. Box 592, Bath, N.Y. 14810

"FREQUENCY & PROBABILITY COLOR CHART—24c 1861-'67"

CLIFFORD L. FRIEND

The rather interesting color problems associated with the 24c value of the regular United States 1861-67 issue have been outlined by a number of philatelists throughout the past decades. John Luff, Stanley Ashbrook, Elliott Perry, J. David Baker and Lester Brookman are just a few of the names that come to mind—all of whom have expressed some thought on this subject.

This writer, for various personal reasons, has had an occasion to recently record philatelic information concerning 120 covers bearing one or more examples of the 24c—1861-67. All of the covers can be identified as to the year in which they were placed into our postal system, as well as the city of their origin. The year-of-usage breakdown of the 120 covers follows:

<i>Year of Usage</i>	<i>Number of Covers</i>
1861	12
1862	45
1863	29
1864	13
1865	13
1866	4
1867	4
Total	120

It can be readily noted that over half of the covers found their postal usage during the years of 1862 and 1863. It can not be determined if these 120 covers are a representative sampling of all the covers in existence which carry one or more copies of the 24c value. Therefore, the real significance associated with the noticeable numerical drop-off of covers for the period of 1864 through 1867 can not be ascertained. It is this writer's opinion, however, that covers of only primary philatelic interest have a tendency to be retained and recorded. In all likelihood, there was just as much usage of the 24c issue—if not more so—during the period of 1864 through 1867 as there was in the years preceding 1864. One can only assume that many 24c covers illustrating usage after 1863 have simply not found a home in philatelic circles, or drawn enough attention to be individually lotted in auctions.

FREQUENCY AND PROBABILITY COLOR CHART—24c STAMP OF 1861-'67

<i>Color</i>	<i>Scott No.</i>	<i>Year of Usage</i>							<i>Group</i>
		1861	1862	1863	1864	1865	1866	1867	
Violet	60	5	2	....	....	....	....	....	I
Blue violet	....	....	....	1(a)	....	....	....	....	I
Red violet	....	1	....	....	....	....	....	....	I
Steel blue	70 b	5	7	....	....	....	....	....	I
Gray lilac	60 a	....	3	....	....	....	....	....	II
Steel gray	....	....	1	....	....	....	....	....	II
Red lilac	70	1	20	12	....	....	....	....	IIA
Pale or									
dark lilac	....	....	9	3	2	....	....	....	IIA
Brown lilac	70 a	....	3	9	2	3	....	....	IIA
Grey lilac	78 a	....	....	1	2	1	1	1	III
Lilac	78	....	....	3	5	6	3	2	III
Dark lilac	....	....	....	....	....	1	....	....	III
Gray	78 b	....	....	....	1	1	....	1	III
Black violet	78 c	....	....	....	1	1	....	....	III
TOTALS		12	45	29	13	13	4	4	

(a) "Grey lilac"—Scott's No. 78 a?

Be that as it may, this writer's attempt at classifying these 120 covers by "color similarity" has resulted in a "Frequency & Probability Color Chart". Colors, shades, tones of shades, and so-called "color changelings", etc. are all difficult to describe. The color names used in the chart are, by no means, original with this writer. They are familiar to most philatelists, and the majority of the color names have been assigned catalog numbers in Scott's Specialized United States Catalog. The precise definition of the color names employed is a subject that we leave to others to consider. For our purposes here, the color names are only used as a means of identifying the 24c stamps attached to the covers, and to primarily distinguish one 24c stamp from another in terms of catalog listings. We trust that our efforts to chart the 120 covers by using color terminology commonly associated with the 1867 series is not too confusing. This comment is made because many collectors do not consider the present catalog listings clear.

As one studies the "Frequency and Probability Chart" he should also keep in mind the earliest known usage for each of the colors as recorded by Luff, Ashbrook, Chase, Baker, Brookman and other students of the issue. Chronologically listed:

<i>Color</i>	<i>Scott Number</i>	<i>Earliest known usage</i>
Violet	60	August 20, 1861
Steel gray	not listed	September 21, 1861
Steel blue	70 b	October 4, 1861
Gray lilac	60 b	October 8, 1861
Red lilac	70	January 7, 1862
Brown lilac	70 a	February 11, 1862
Gray lilac	78 a	October 30, 1862
Lilac	78	February 20, 1863
Black violet	78 c	? 1864

It is this writer's observation that the "Frequency and Probability Chart" clearly indicates that "Violet" (No. 60) and "Steel Blue" (No. 70 b) can be combined to form the "Color Group I," or the first printing of the 24c value. "Gray Lilac" (60 a), "Red Lilac" (70), and "Brown Lilac" (70 a) came to the forefront in 1862 (Color Groups II and IIA). The "Lilac" (78), "Grey Lilac" (78 a), "Gray" (78 b), and "Black Violet" (78 c) colors appeared in 1863 and became predominant in 1864.

This pattern of year-changes in the 24c colors follow very closely the pattern of the three major changes of color of the 5c value of the 1861 issue. It has been widely accepted in philatelic circles that the National Banknote Company probably assigned three different printing and subsequent delivery programs to handle the 5c value. The first program covered the introductory period during the late summer and fall of 1861, the second resulted in the 1862 issue (the "Red Brown") and the third was responsible for what we know as the "Brown," "Black Brown" and the "Chestnut" issues of late 1862 and 1863. Did the National Banknote Company do the same for other values in the series? Or does the "Frequency and Probability Color Chart" of the 24c value only point to a pure coincidence between the patterns of usage in three stages for this value and also for the 5c value?

A comparison with the table of earliest known uses is of interest; if one relies strictly on the dates given, the pattern of the "Frequency and Probability Chart" may need modifying from a date standpoint. However, even if such alterations were made (transferring of one or two of the colors from one group to another), the three basic groups of the colors, as charted, still exists by the frequency standard. Until better evidence appears, this writer is going along with the belief that all the 24c stamps were produced in just three different printings.

Note that a "Blue Violet" is listed in the 1863 column of the chart. This item was so described by H. R. Harmer in an auction sale of April 1961. This just might be a copy of the "Grey Lilac" (78 a). As a matter of explanation we have referred to the color of Scott's No. 78 a as "Grey Lilac" rather than "Gray Lilac."

In so doing, this separates No. 78 a from the "Gray Lilac" of No. 60 a which is listed as being a member of Color Group II in the table.

Of all the items listed in the "Frequency and Probability Color Chart" it would appear that the market value of the "Gray Lilac" (No. 60 a) should be greater than the other colors of the 24c 1861-67 stamp. In contrast, the "Red Lilac" (No. 70) and "Lilac" (No. 78) colors should probably be the least expensive, if we ignore stamps used after 1864. In considering the assignment of a label "most desirable" to any of the 24c color items, neither the true "Violet" (No. 60) or the "Black Violet" (No. 78 c) should be overlooked.

The presentation of this "Frequency and Probability Color Chart" of the 24c 1861-67 stamp is not intended to rouse any philatelic controversy. It is hoped, however, that its presentation will bring forth additional comments and observations from others who find the subject of color differences associated with this particular issue as interesting and entertaining as does this writer.

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THE EARLIEST RECORDED USAGE . . .

Figures K and L, accompanying this paragraph or so, shows two very early usages of 1861 issue stamps. One is outstanding, being the earliest recorded usage of the 10c type I, at one time called the "August" issue, when the famous fable of the two separate issues was widely accepted.

The other item is of more interest than first meets the eye. As recorded in the *Scott's Specialized United States Stamp Catalog, Specialized*, the earliest recorded usage of the 5c 1861 stamp, No. 67, is August 19, 1861. This was, presumably, in the buff shade which is the major listing. The 5c stamp illustrated (with tracing of the postmark) was used from Boston on August 21, and quite probably, also in 1861. It should be noted that the marking is a Boston British Packet marking, and it includes a "PAID." Now, British packets did not leave Boston every day of the week. *Sloan's Column* for October 10, 1936 (page 240, in the BIA compilation of these columns) sums up the situation in describing a cover of the same date, and with the same stamp and marking, as follows:

Mr. Hollowbush has also shown me a cover with 5c Brown Yellow, Scott's No. 67a, which at this time takes a position as our earliest known in this shade. This stamp and cover is postmarked August 21, 1861, and was used out of Boston, Mass., cancelled with the "Boston Br. Pkt. Paid" circular handstamp. The cover is addressed to St. John's, Newfoundland where it was backstamped August 26, 1861. . . .

Mr. William Herzog, who has reported this item, notes that a similar stamp, on a piece of cover, was sold in the William Fox sale of Oct. 17-18, 1969. It should be pointed out that postage to the British North America Provinces was at that time 10c to be fully prepaid from Boston, so, although Mr. Sloane did not so state and the other items are incomplete, additional stamps should have been provided to make up the full 10c postage to enable the "PAID" style marking to have been used.

Although the odds are very strong that this is indeed an 1861 usage, records of British packet sailings from Boston should be examined for the year

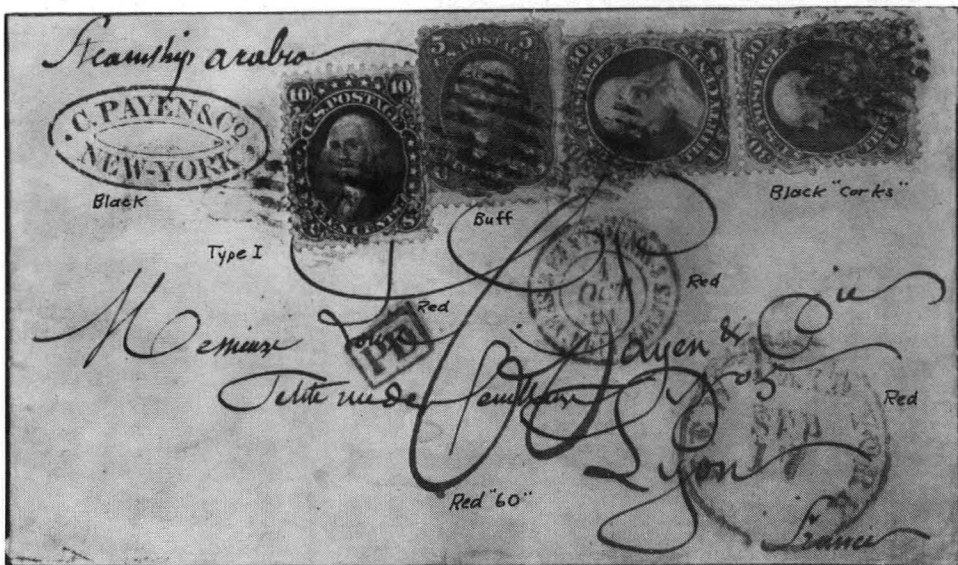


Figure K.

The earliest recorded usage of the 10c 1861 Type I on cover. Collection of Mr. William K. Herzog.



Figure L.

The earliest recorded usage (two others known) of the 5c 1861 brown yellow shade, Scott No. 67a. The earliest known usage of the buff shade was on August 19, 1861. Collection of Mr. William K. Herzog.

1861 and also 1862 and 1863, which are years including and beyond what could reasonably be called the period of usage of No. 67a, should be checked. If, as we suspect, only 1861 showed the sailing of a British packet on August 21, then the stamp shown should be considered an 1861 usage. Unless an earlier date shows up, it would remain the earliest usage of No. 67a.

The other item shown, the full cover from the well known *Payen* correspondence from New York to Lyon, needs much less research to demonstrate its pedigree. The cover was mailed September 17, 1861, and it represents a five times single rate to France, thus having weighed between 1 and 1½ ounces, since the rate was 15c per ¼ ounce. Of the 75c prepaid, the United States credited all but 15c (or 3c per single rate) to France, since the letter was carried by British Packet via England. While quintuple rates prepaid to France are not common, the real feature of this cover is that it was mailed on September 17, 1861 and that it bears a 10c Type I stamp. It is, thus, the earliest known usage of this stamp. This cover is signed by Mr. Stanley B. Ashbrook on the back as follows:

Earliest known use of the 10c 1861 Type I, Scott's U. S. No. 58. Listing in *S.U.S.* taken from this cover. This cover described in *Collectors Club Philatelist* Vol. 10, No. 4, p. 446. It is Ex-L. B. Mason and in my opinion it is genuine in every respect.

Stanley B. Ashbrook, Nov. 15, 1951.

This beautiful cover is now in the collection of Mr. William K. Herzog, who originally submitted it to the Period Editor for use in the Society slide shows. Does anyone else have similar items which they would permit to be used in the slide shows, either with full credit or anonymously?

THE COLUMBUS OHIO SEVEN BAR GRID IN A SQUARE

RICHARD B. GRAHAM

This writer collects, among other subjects, covers from Columbus, Ohio. Among these, most appropriately for one who also collects Civil War postal history, are covers bearing the well known seven bar grid in an approximately 21 mm. square, the grid being known in black, blue and green. Figure 1 illustrates a rather early use of the marking, in December, 1860 on a 3c embossed envelope of the earlier period, which type was demonetized in the fall of 1861.

The first several months of usage, until September, 1861 or soon after, the grid killer was struck in black. In October, continuing through December and possibly on through January, 1862, the marking was struck in blue. In February and early March of 1862, the color was a bright and unmistakable green, this being the color most avidly sought. After this, the marking again appeared in black until it was superseded by a target killer, probably in early 1863. The grid did pop up again, many years later, when it was used as a killer on circular mail in the early 1880's.

In a recent prominent auction sale, an old fable about this marking was resurrected, which we thought had long since been discarded. The auction description read approximately as follows:

"3c Rose, No. 65, tied by green grid in square and green" Columbus, Ohio, Feb. 14, 1862" pmk. on Prisoner's Letter. . . . ms. "Examined by Lt. A. H. Rice, Officer of the Prison Guard." Letter enclosed headed "Camp Chase Prison" from a Confederate prisoner citing his capture and requesting exchange. Very fine & *verifying that this postmark was used as a prison marking.*" (The italics are ours.)

As we see it, about all this verifies is the ease with which inaccurate and incorrect statements may appear in print. We do have a notion how the idea of the square grid being a "prison bar grid" of Camp Chase prison got started. However, the description as given seems to imply that the grid was actually used at Camp Chase. This is not true, for Camp Chase did not have a U. S. Government post office until 1873, long after the war.

For the stamps to be cancelled with this grid, such would have to be done at an official post office of the Post Office Department. During the Civil War, mail from Camp Chase was taken to the Columbus post office for processing. Mail directed there was picked up and taken to Camp Chase, transit both ways

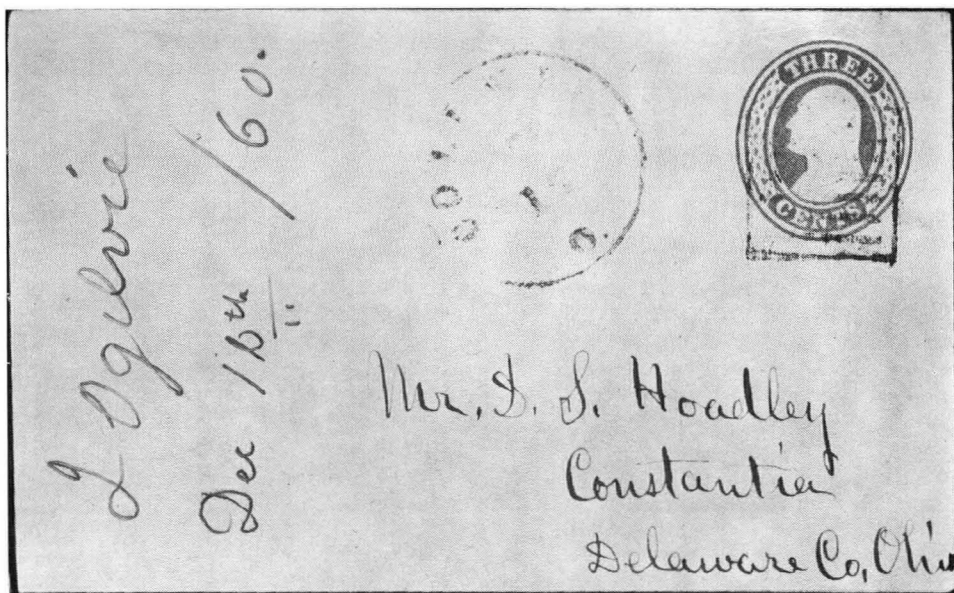


Figure 1.

An early use of the Columbus seven bar grid killer, Dec. 17, 1860.



Figure 2.
Another early use of the grid killer, March 15, 1861 — about a month before the Civil War began.

being done, probably, by soldiers of the Federal forces operating Camp Chase. Such arrangements were the usual thing during the Civil War.

We have seen letters from Camp Chase, particularly early in the war, headed "Camp Chase Post Office" and we have seen covers directed to prisoners of war (political prisoners, frequently) care of Captain Tiffany, "Prison Postmaster." The former bore stamps tied with the grid killer—and also bore the appropriate Columbus, Ohio postmark with date. Such covers, coupled with the exercise of some imagination, and also disregard of the Postal Laws and Regulations of the period, which stated, always, the simple basic fact that cancelled stamps were not acceptable at the regular post office, undoubtedly are the source of our fable.

For those who wish to insist that such an arrangement was possible in an informal way, it is only necessary to point out that far more covers with the



Figure 3.
The Columbus grid killer was succeeded by the "standard" 4-ring target, probably in 1863. The probable date of this cover is Feb., 1864, as Lt. Col. Augustus H. Poten, 7th Reg't, Invalid Corps, did not assume command of the prison section of Camp Chase until October, 1863.

same killer exist which did not originate at Camp Chase than those which can be proved to have been written there. The square grid was actually the only killer used at the Columbus post office, at least that we have noted, in, perhaps, over 100 covers from this period.

One other fact has bearing here. As may be noted from Figure 1 and 2, the marking was in use before the Civil War began. Camp Chase was not founded until, probably, early June of 1861, then as a training and mustering center for Federal troops. However, a substantial portion of the camp was soon made into a camp for prisoners of war (and also political prisoners), the first prisoners arriving in early July of 1861. However, the marking came before either the camp or the war, hence its creation could not very well have been based upon a "prison bar" theme.

This writer is not optimistic that this article will prevent future use of the prison bar fable in connection with this marking. True or not, it is too good a story to be forgotten. Nor is the article meant to be a criticism of the particular auction house in whose catalog the fable most recently appeared. The quality of material sold therein is such that "puffing" based upon fiction or misconceptions is quite unnecessary.

The major purpose of these notes is simply for the use of readers of the *Chronicle*, who might otherwise, by writing up and exhibiting covers bought with this misconception, thus further perpetuate this fiction. It is an interesting and attractive story, but it must be classed as "ingenious—and incorrect."

Bibliography

Wilkinson, Raymond Moore, *Camp Chase, Ohio and Its Prisoner of War Letters*, article in *Eighteenth American Philatelic Congress Book*, published by American Philatelic Congress, 1952.

FROM ST. THOMAS, DANISH WEST INDIES

The 2c Black Jack, as might be expected, is shown used in a great number of ways, as listed in the specialized catalogs. However, its usage on items from abroad is not common, only China being noted in the Scott Specialized U. S. Catalog. Another implication of usage from abroad, although not often recognized as such, is with the marking "STEAMSHIP." Such markings often, if not always are on covers originating abroad, and when they bear stamps, it is because the correspondent abroad applied the stamps to prepay the letter when it reached the United States.

The Black Jack was not adequate to pay most foreign rates by itself, but one exception to this rule of thumb existed. This was on newspapers or other printed matter, and the 1866 Postal Laws & Regulations stated this as follows in 1866 Postal Laws, page 63, as follows:

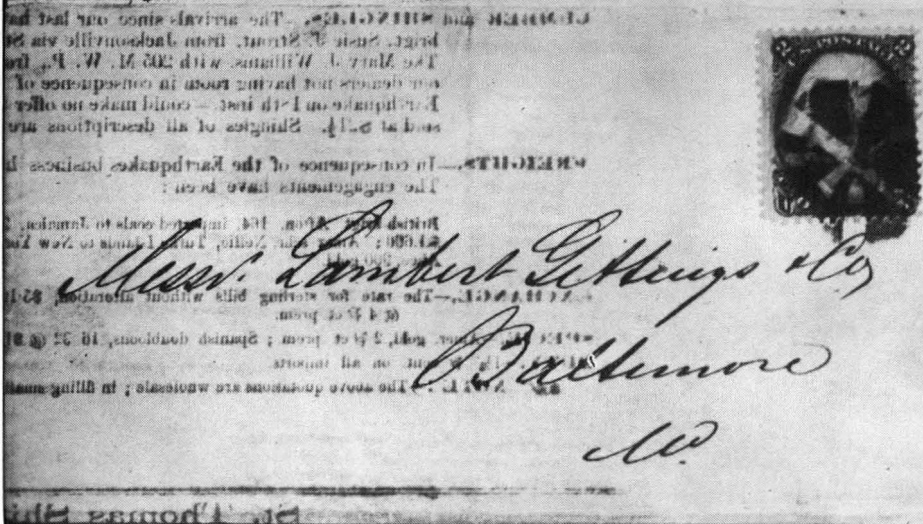
Section No. 260. The uniform rate of United States postage, without reference to distance, upon letters and other mailable matter addressed to or received from foreign countries, when forwarded from or received in the United States by steamships or other vessels regularly employed in the transportation of the mails, shall be as follows; viz: ten cents per single rate of half an ounce or under, on letters; two cents each on newspapers; and the established domestic rates on pamphlets, periodicals and other articles of printed matter; which postage shall be prepaid on matter sent and collected on matter received; *Provided always*, That these rates shall not apply to letters or other mailable matter, addressed to or received from any foreign place or country, to and from which different rates of postage have been or shall be established by international postal convention or arrangement already concluded or hereafter to be made.

Which is to say, that "other printed matter" carried in mail steamers to the United States, from areas such as St. Thomas, Danish West Indies, would require the same rates as provided for such domestic matter. This assumed that no postal convention existed, which it did not. There was a published rate of 6c for newspapers via Kingston, Jamaica or Havana, but apparently this did not apply.

& CO'S CIRCULAR.

ST. THOMAS W. I., 13th DECEMBER, 1867.

and there is considerable activity in sales of damaged goods of all kinds, damaged buildings are either being taken down or repairing. The stock of Flour held from store at 10 @ \$11, with limited sales; Corn \$6; Canada Peas, no late sales; Pilot and Navy Bread, 5 50 @ \$6; Fine Pork, no sales; Mess Beef, last sale lot @ 15c. Family Beef, half Hams, 15c.; Candles, 12 @ 13c.; Soap, American, no demand, and in no demand. Potatoes and Onions, 4 @ \$4 50 per bbl. and Alewives, \$5.



As may be noted from the illustration, the printed "price current" of James T. Abbott & Co. originated at St. Thomas, Danish W.I. on Dec. 13, 1867. The 2c Black Jack stamp was almost certainly applied at St. Thomas, and was presumably cancelled with the cork killer (black) at the port of arrival in the United States. We assume this to be New York, but without other proof than the fact that most of the covers marked "STEAMSHIP" entered the United States at New York. We suspect the same route of conveyance, having seen other covers from St. Thomas with the New York steamship markings.

The fact that the rate would be the same as for a domestic circular quite possibly indicates the treatment at the port of arrival would also be the same as for domestic circulars—which is to say, no town datestamp was used.

If these assumptions are correct—or even if only the assumption that the stamp was applied at St. Thomas, then this is an example of a Black Jack used abroad.

If it is logical to compare this cover with the covers bearing a stamp tied with a New York steamship marking, then the question of how the stamp got on the cover may arise. In the Period Editor's opinion, all such usages could happen in only one way. The stamp had to have been sent to the mailer from the United States or taken there by him and applied by him or at a United States Consulate. Many of the United States Consulates abroad did at one time or another maintain stocks of stamps. The documented examples are those at Panama and in Japan, but we believe there were others. The point of this discussion,

however, is that there is no way (at least, to our knowledge) that stamps so used would have been applied at the New York post office when the cover arrived. The important factor here is that most covers so received were due or unpaid covers; the New York steamship markings are usually rated for marking such covers, but unrated markings, stating only "new York Steamship", often with a date, were maintained for use on covers with stamps. If an unpaid letter arrived, it was rated up and sent on its way, since there was no one to bear the cost of the stamp in the New York post office. We have occasionally seen auction lots described with "stamp applied upon arrival at New York." The only covers which could be correctly so-described are those which have been delivered by the post office to someone, and then remained upon the spot. The markings and a fresh address should clearly reveal this process, if it ever did happen.

AUCTION DESCRIPTIONS

We have noted, with some irritation, some auction describing in recent months which seems to us to be about as slipshod as we have ever seen, from a postal history standpoint. As an example, we can cite the following:

Under the "1862-1866" issues substantially as follows:

Lot No. 39. (Symbol for "used") 5c Black brown, 2 fine, both red cancels, one is scarce Banks' Division (Army Field Post), possibly unique on this stamp. (76a) (No estimate of value given).

The Period Editor hopes the item noted *is* unique, since the latest recorded usage of any Banks' Division marking was at the end of November, 1862 and Luff recorded the earliest known usage of the 5c in the black brown shade as having been on July 18, 1863. The Period Editor wrote up the Banks' Division markings in *Chronicle* No. 69 (August, 1968) and we have a very high degree of certainty that the Banks' Division markings and postoffice were discontinued long before the 5c black brown stamps were issued. In addition, although we have seen many covers with the various Banks' Division markings, we have never seen or heard of any markings in *red*, all those of 1861 having been in black and those in 1862 in blue.

Another example of poor describing was lot No. 219 in a recent prominent sale, as follows:

219 (Cover symbol) 3c Red (26) Defects, tied by "Steam Ship" Bold two-lines, struck twice, matching "Due 7" on cover to Vermont, treated as entirely unpaid, with 5c unpaid rate plus 2c Ship fee, couple of minor tears. Very scarce and attractive. (Photo)

We have no quarrel with the description, only the interpretation of the rate. This cover was *not* treated as entirely unpaid; it was *not* a ship letter and there was no ship fee involved. The words STEAM SHIP on the cover clearly explain that it is a partially paid steamship letter, which entered the country at New York, having been mailed aboard one of the "California" steamers en route from the Isthmus or picked up at one of the stops en route. The correct rate for such covers was 10c per single letter for distances under 3000 miles, and the cover was rated at 3c prepaid and 7c due. A later cover of the same service in this sale was correctly described.

We have no particular intention of charging these auction houses with anything other than carelessness. We are aware that with the large volume of material handled by some of them, they have been forced to retain describers who do not always have the truly broad range of knowledge that is required to correctly describe such material. We also realize that these auction houses desire accurate descriptions, for "puffing" by inaccurate or exaggerated describing simply drives away the knowledgeable collector and eventually discourages those who are relative beginners. The point here is that better proof reading of the manuscripts is needed; also perhaps, instructions of "Don't guess! Simply describe" would be in order. In other words, with a good description, interpretation of covers such as Lot 219, noted above, can as well be done by the potential buyer.

R. B. Graham

CHICAGO DOUBLE CIRCLE AND LOCAL POSTMARKS WITH INITIALS

Chronicle No. 64, of November 1969, carried an extensive run-down about the subject of the title of these notes. This, we felt, was just about the last word, and it has nearly proven to be such. However, readers of the *Chronicle* are no hands to let sleeping dogs lie, particularly when they have something to contribute. In the list of the various letter combinations, and their reported covers which bore the markings, it is indicated that the combination "GA" was far scarcer than any of the other combinations used in the double circle postmarks. For example, there were 30 "RA" markings reported, and 16 with "SB." However, there were only 4 with "GA." Now, through the courtesy of Mr. Henry Spelman III who recently sold his cover, we can add a fifth example of the "GA." Used on Oct. 12, with a cork killer tying a 3c 1861 stamp, it is on a cover addressed to Morris, Illinois. As with the other four covers reported with this combination of letters, the cover is addressed to a location west of Chicago. Whether this has significance we do not know.

The other item reported was listed in the previous article, but without full information, being taken from Mr. Delf Norona's data. Mr. Norona has now provided us with a photograph of the item listed, which is the Chicago local marking with the initial "O." Adding the information not given in the list, it may be noted that the stamp used on the cover is the Black Jack, No. 75. The origin of the cover was most probably the Briggs House, although it is not unknown for corner cards of hotels to be used from other locations.



Chicago Double Circle
From collection of Delf Norona.
Photo by Dr. Robert Durig.

MORE FERNANDINA COVERS

Mr. William O. Bilden advises of a lot of five Fernandina, Florida covers sold by him lately. The earliest was dated Oct. 20, 1863 and the latest was on April 21, 1864. All bore the large double circle as was recently illustrated in the *Chronicle*. This raises our count of covers from this occupation town to nine, which is the point at about where we stop counting and only record earliest usage, latest (where pertinent) and unusual usages. We sometimes suspect there are few if any truly unique Civil War usages, insofar as markings are concerned. This is particularly true of handstuck markings, which would not exist if there were not so frequent calls for use to require such an instrument to be made.

PLATE "B"

Item	Description	On Scott Number	Submitted by
A	BALTIMORE MD., and DUE./3, both in blue. Found on incoming covers from further south.		R. B. Graham
B	EAST NEW MARKET/MD., to Rockland, Me. Pen canceled stamp.	65	Rev. D. Homer Kendall
C	CLEAR SPRING/MD, with cork killer. To Pennsylvania.	65	Rev. Kendall
D	FUNKSTOWN/MD., ties stamp. Addressed to Vermont.	65	Rev. Kendall
E	GREENSBOROUGH/MD., ties stamp. Addressed to Camden, Del. Greensborough is Eastern Shore town.	65	Rev. Kendall
F	POOLESVILLE/MD, ties stamp. From soldier in Rhode Island Artillery, 1862. Note "Poolesville" spelled with "E" after "Pool"—this marking is also known without this "E."	65	Rev. Kendall
G	CUMBERLAND/MD, in blue, 1862 use from troops guarding B.& O. R.R. Marking ties stamp.	65	Kendall, Graham
H	BALTIMORE/Md. in blue on soldier's letter from member 3rd Reg't N.Y. Volunteers, 1861.	None	Graham
J	BARREN CREEK SPRINGS/ MD., to Leavenworth, Kans.	65	Graham
K	Brownsville, Md, M/S, to Major of 2nd Penna. Cavalry at Cumberland, Md. Pen canceled stamp.	65	Rev. Kendall
L	ANNAPOLIS/Md, and DUE 3, 1864 usage signed by "Major Command'g C.G. Barracks" on soldier's ltr.	None	Graham
M	ANNAPOLIS/Md, 1861 usage ties stamp. On Walcott #2315, addressed to Massachusetts.	65	Gallagher
N	ANNAPOLIS/? (partial), ties stamp on cover to New York city. Enclosed letter headed "Camp Parole/Annapolis, Md. Mar. 13, 1863."	65	Graham
P	PERRYVILLE/MD., ties stamp on Walcott #2094, addressed to New York.	65	Gallagher
Q	FREDERICK/MD, with target killer tying stamp, both in blue. Endorsed on back "15th Pa."	65	Gallagher
R	FREDERICK/MD, in blue, tying stamp, on cover to San Francisco (10c stamp proves 1862 year date).	68	Gallagher
S	POINT LOOKOUT/MD, with 4 ring target killer tying stamp, on cover to New Hampshire, with M/S "Due 2."	73	Graham
T	POINT LOOKOUT/MD, with duplexed target killer, addressed to Richmond, Va., April 30, 1865, with boxed ADVERTISED", MAY 7 and M/S "6c."	65	Gallagher
V	HAGERSTOWN/Md., on 3c 1857 stamp. On Walcott #2099, addressed to chaplain of 6th Mass. Vols, "Near BALTIMORE." From Westford, Mass., where stamp was pen canceled. Cover missent to Hagerstown, where markings was applied, tying stamp. Sent to Baltimore and forwarded to Relay House with bright blue "DUE 3" (see Item "A" above).	26	Graham

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



A.



B.



C.



D.



E.



F.



G.



H.



J.

Brownsville, Md.
K.



L.

Due 3



M.



N.



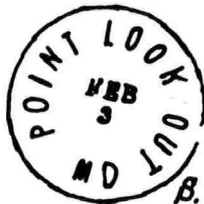
P.



Q.



R.



S.



T.



V.

Plate B

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

Towle-Meyer Catalog

Index of markings listed in CHRONICLE addenda

Plate I — Plate XX

(a) Markings including the words "Agent" or "Agt". Unless otherwise noted "Agt".

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
Alb. & Bing.	116-B-2	63
Allen. & Pawl.	185-B-1	66
Ash. & Menasha	849-A-2	62
Ash. & Menasha	849-A-3	62
Belv. & Phila.	242-B-2	62
Benson & Los Angls.	963-H-1	65
Bis. & Miles City	874-O-1	68
Breck. & St. Paul	869-G-1	57
Bremond & Cisco	465-B-1	67
Brewsters Sta. & N.Y.	120-B-1	64
Cadillac & Kal.	620-J-1	64
Camak & Macon	363-A-1	66
Canal Do. & Mari.	579-B-1	67
Canand. & Batavia	130-C-1	63
Cayuga & Itha.	132-B-1	58
Char. & Sav.	350-L-1	58
Chey.Boulder & Den.	951-B-1	65
Chey.Boulder & Den.	951-B-2	68
Cin. Ham. & Ind.	658-B-1	67
Clarksb'g. & Weston	279-B-1	58
Col. & Athens	575-A-3	67
Col. & Peters. (Mscpt.)	503-A-1	57
Cumb. & Hud.	853-A-2	62
Den. & Black H.	952-B-1	65
Den. & Deer Valley	954-C-1	68
Den. & Hous.So.Div.	470-D-1	67
Den.Pueb. & Lead.	953-D-2	68
Denison & Houston	470-C-1	67
Denv. & San Juan	955-E-1	65
Denver & Ft.Gar.	955-A-2	65
Det. & Chi.	610-G-2	67
D.Pueb. & Conejos	955-D-1	62
Drift. & R.B.Fur.Pa.	217-D-1	64
Dul. & St.Paul	867-B-2	59
Easton & Hazel.	180-K-1	56
El.Avon & Buff.	143-F-1	66
Elm.Avon & Bluff	143-E-1	66
El Roy & Marsh.	866-C-2	62
Fernan. & C.Keys	380-D-1	57
Flor. & Charl.	340-H-1	66
Fred. & Orange	314-A-1	66
Graf. & Fargo	889-B-1	63
Graf. & Wheel.	278-C-1	64
Graf. & Wheeling	278-C-2	64
Gr.Rap. & New Buff.	623-H-1	68
Harlem Ext.	40-G-1	66
Hend. & Columbia	339-C-2	66
Hendersonv. & Alston	339-G-1	58
H.F. & Staunton	273-D-1	63
Hunt. & Lex.	530-A-1	57
Ind. & Louis.	654-I-1	58
Ind. & Louis.	654-I-2	58
Jack. & Ft.Wayne	621-B-1	64
Jack. & Ft.Wayne	621-B-2	64
Jenny & Tomah-B.Naylor	848-C-1	68
Kal. & S.H.	636-B-1	67

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
K.C. & Denver	907-G-1	57
Keok. & Centre	765-D-1	68
La Cr (oss) e & Jack	868-D-1	62
La Junta & Santa Fe	911-J-1	68
Local Agent -D.C.	277-F-1	66
Logans. & Col.	659-A-1	64
Logans. & Sheldon	656-I-1	67
Los Ang. & S.Ana	988-A-1	65
Louis. & Fish Pt.	532-D-1	64
Louis. & Pad.	533-C-1	64
Low. & Worcester	56-B-1	64
Mem. & L.Rock	455-A-1	58
Mena & Mill	844-E-1	62
Merid. & Vicks.	424-C-2	58
Mil. & Chi.	842-B-2	59
Mil. & Chicago	842-C-2	62
Mil. & Pra du Chien	843-F-1	59
Mil. & Pra.du Chien	843-F-2	59
Mona & Waterloo	760-B-1	68
Mon.Junc. & Squan.	245-B-1	56
Musc. & Montez	793-C-1	68
N. & Lewiston	6-B-1	56
Nash. & Chatt.	510-E-2	58
Nash. & Hickman	516-A-1	64
N.L. & New Haven	70-R-1	56
Nor. & Carth.	104-D-1	66
N.Y.S. & Easton	254-E-1	66
Ogden & Salt Lake	970-B-1	64
Omaha & Kearny	933-B-2	68
Ottumwa & Moberly	811-B-1	62
Pains. & Youngs.	563-C-1	57
Palm. & New Lond.	82-G-1	63
Patchogue & N.Y.	113-C-1	63
Pent'w. & Nunica (partial)	623-G-1	67
Phil. & C.M.	257-D-1	63
Phil. & Wyo.	260-C-1	58
Port. & Rose	894-E-1	63
Prov. & New London	70-I-2	66
Pt.H. & (Va) l. W.Div.	624-G-1	57
Quin. & St. Louis	814-B-1	68
Raleigh & Fay.	328-D-1	58
Red Oak & East.	764-B-1	67
Rich. & Hunt. E.Div.	303-L-1	58
Rich. & Stanford	539-A-1	67
Rich'd. & Ni.Falls	139-C-1	66
Roch. & Corn.	143-D-1	63
Roch. & Dan.	141-C-1	66
San Fran. & Sol.	980-C-1	59
S.Falls & S.City	886-A-1	68
Shreve. & N.O. (Mscpt.)	439-C-1	57
S.L.Eye & Watertown	866-I-1	68
Sparta & Vir.	861-A-1	62
Springfd. & N.Y.	80-I-1	56
St.Alb. & Og.	101-I-1	66
Steve.Pt. & Port.	852-B-1	62
St.L. & Columbus	806-A-1	64
St.Paul & Elroy	838-E-2	62
Terminus & Og.	890-A-1	59
Terre H. & Evans.	652-E-2	68
Texark. & Ft.Worth	483-G-1	67
Texark. & Houston	483-E-1	57
Tol. & Col.	580-A-1	67
Vin. & Cairo	667-E-1	59
Wab. & Zumbrota	879-A-1	68
West Pt. & Rich.	306-B-1	56
Wich.Falls & Ft.Worth	488-A-1	67
Wil. & Woodland	986-A-1	65
W.Leb. & Fisher	670-A-1	64
Worc. & Me(n).	849-B-1	62

(b) Markings including the expressions "Railroad", "Railway", "R.R." or similar. (R.R.) unless otherwise indicated.)

A. & M. (Mscpt.)	354-H-1	66
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Legend

Cat. No.

Chronicle

Ac. & St.L. & An. & Kk.	4-D-1	63
Atlantic & St.L.	9-A-1	63
Augusta & Atlanta	355-A-4	57
B. & P.	2-A-1	64
B.E.V.	201-B-1	66
B.W.	T-18	68
Cam. & St.J.	810-H-1	64
C. & C. (Mscpt.)	26-F-1	56
C. & M.L.S.	623-F-1	67
Central	254-A-1	63
Chi. & Mill.	842-E-1	62
Cleve. & Toledo	559-N-1	68 page 170
Concord & Montreal	25-A-1	63
Conn. River	35-A-1	63
Dak. So.	885-D-1	65
Del. & Hud.C.C.	177-D-1	64
E. & W.V.	118-B-1	64
E.L. & B.S.	530-B-1	58
Eric -Jeff. Br.	177-E-1	66
Fort W.J. & S.	621-A-1	59
G.Bay to Esca.	630-E-1	68
Gen. & Ith.	135-B-1	64 page 161
Golds. & Charlotte	322-H-1	66
Green. & Col.	337-D-2	56
H.B. & C.	26-G-1	59
Housatonic	88-B-5	56
H.P. & F.	54-L-1	64
I.F.	732-B-1	57
Jackson Branch	614-B-1	64
J.C. & P.	912-E-1	68
J.L.S. (Partial)	617-H-1	67
Joliet Cutoff	710-A-1	57
Knox. & Ohio	501-B-1	57
L.L.	112-C-4	64
L.S. & Miss.	867-C-1	68
L.Valley	180-C-2	62
May. & Lex.	534-B-1	62
Mil. & Nor.	844-D-1	62
Mil. & Osh. (Partial)	846-C-1	62
Mill. & St.P.	837-M-1	68
Miss. & Tenn. (Mscpt.)	423-C-1	57
(M) ont. & Euf. (Partial)	360-L-1.	64
Montrose	178-B-1	58
N.Carolina	322-E-3	58
N.J.S.	241-E-1	56
Northe (as) te (rn) (Partial)	340-C-3	66
North Missouri	808-C-1	68
N.Y. & Erie	125-H-3	66
N.Y. & Phil. (Mscpt.)	244-A-2	56
O. & C. (Mscpt.)	894-D-1	57
O. & C. (Mscpt.)	894-D-2	65
O. & C. (Mscpt.)	894-D-3	68
O. & S.W.	933-I-1	68
O.C. & A.	215-D-1	64
Pad. & Mem.	538-A-1	57
P. & E. E. to St.M.	198-G-1	64
P.R. (Mscpt.)	335-D-1	66
Rens. & Sar.	100-C-2	56
S. & U. (Mscpt.)	339-H-1	66
S.C.	336-F-2	59
S.C.	336-F-3	66
S.C. & Pacific	763-C-1	64
Sed. & Lex.	812-B-1	68
She. & Fond.	847-C-1	68
S.P.	209-G-1	65 page 36
Spar. & U.	339-F-1	58
St.Jo. & D.C.	913-D-1	59
Stock. & Vi.	989-A-1	65
St.Paul & S.City	870-D-1	57
S.W.B. & St.L.	807-D-1	62
Tuckerton	248-A-1	56
U.Pacific -C. to W.	932-O-1	65
Union Pacific -End of Track	T-15	65

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
V. & M. & H.T.	51-G-2	66
Vineland	241-F-1	63
W. & P.	270-A-1	63
Wash'n. to N.Y. Rail-Way	238-H-1	64
West. & Atlan.	357-M-1	64
Wil. Col. & Aug.	340-I-1	66
Wino. & St.Peter	866-B-2	59
Worcester & Nashua (Mscpt.)	21-H-1	63
W.S.S. & Hunt.	303-M-1	64

(c) Miscellaneous Markings

Passenger Train-Philada.	T-17	68
Potomac Postal Cars	305-V-1	63

(d) Markings including the expressions "Railway Post Office", "R.P.O." and similar. ("R.P.O." unless otherwise noted)

Abb. & St.Paul	854-B-1	62
Addison & Westf.	153-A-1	62
Alb. & Thomasville	365-A-1	66
Albuq. & Mojave	964-A-1	65
Albuq. & Needles	964-B-1	65
Balto. & Graff. Day	274-G-2	63
Balt. Wash. & Graf.	274-H-1	57
B.C. & F.	52-C-1	56
Bis. & Billings	874-L-1	57
Bis. & Glendive	874-M-1	59
Bis. (&) Glendiver	874-M-2	68
Boston & Albany	53-E-3	63
Boston & Albany	53-E-4	66
Boston & Me.	50-D-1	56
Boston & Me.	50-D-2	56
Boston & N.Y.Short Run	80-J-1	56
Boston,Sp'g. & N.Y.	80-K-1	63
Boston to Albany	53-F-1	63
Brews. & N.Y.	120-A-1	56
Bristol to Chatta.	500-H-1	57
Buff. & To. D.L.	115-P-2	66
Buff. & To. N.L.	115-P-1	58
Buff. & Tol.	115-T-1	66
Burl. & St.Louis	814-C-1	68
Cal. & Oreg.	982-B-1	65
Calmar & Chamb. E.D.	761-G-1	67
Centralia to Cairo	708-H-2	64
Chi. & Ced.Rap.	691-E-3	67
Chi. & Cet.	708-J-1	57
Chi. & La Crosse Night	837-L-1	62
Chi. & Omaha W.D.F.M. (No R.P.O.)	694-U-1	67
Chi. & Tol.	559-M-1	67
Chi. & W.Lib.Day	702-P-1	67
Chicago to Clinton West (No RPO)	691-O-1	67
Cin. & St. Louis Night	650-F-1	68
Clarinda & Corn.	777-A-1	67
Cle. & Ind.	556-G-1	67
Clev. & Pitts. (Partial)	554-F-1	67
Cleve. & Toledo	559-L-1	57
Cleve.Youngs. & Pitts.	558-E-1	67
Clin. & C.Bluffs	691-M-1	57
Col. & Huron	887-A-1	65
Col. Sumter & Chas.	342-A-1	62
C.Rap. & Wat. E.D.	748-F-1	57
Crete & R.Cloud	940-B-1	63
Deming & San Fran.	963-G-1	65
Deming & San. Fran.	963-G-2	65
Deming & San. Fran.	963-G-3	65
Deming & San. Fran. (Partial)	963-G-4	65
Den. & Ogden	957-B-1	65
Den. & Ogden	957-B-2	65
Den. C. & Troup	469-A-1	67
Denver & Lead.	954-B-1	65
Det. & Gd.Rap.	619-C-1	67
Down. & N.Holland	187-A-1	63
Elk. & Tol.	559-K-1	57
Elk. & Tol.	559-K-2	57

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
Florence & Aug.	340-F-1	56
Ft.Collins & Denv.	951-A-1	65
Ft.Collins & Denv.	951-A-2	65
Galva & Burl.	698-D-1	57
Gar.Junc.& Ogdem	890-B-1	65
Grafton & Cin. Day	571-D-4	67
Grafton & Cin. Night	571-D-2	57
Grafton & Cin. Night	571-D-3	67
Granger & Hunt.	898-B-1	65
Grey. & Belv.	252-A-1	63
Gund. & Hudson	853-B-1	57
Han. & Den.	809-C-1	57
Han. & Ft.Scott	809-H-1	67
Hast.& Cologne	871-D-1	68
Helena & Spok.Falls	892-B-1	63
Heron & Wallula	892-D-1	63
Houst. & El Paso E.D.	476-C-1	64
Indianapolis R.M.S. (No R.P.O.)	680-E-1	62
Jack. & Tampa	384-A-1	66
Kan.City & Harper	909-F-1	62
K.C. & Denver	907-E-3	63
K.City & N.Kiowa	909-G-1	62
Keokuk & Cent.	765-C-1	67
Lar. & Breck.	869-H-1	68
L.Falls & Morris	881-A-1	64
Louis. & Pad.	533-D-1	64
Lynch. & C.Forge (Partial)	304-D-1	66
Mack. City & Det.	617-G-1	57
Macon & Montg.	360-K-1	57
Marion & Chi.	550-F-1	64
Mem. & Chatt.	502-E-1	67
Men.& Schleis.	856-A-1	62
Mill. & Mitch.	871-C-2	68
Mont. & Belle.	199-C-1	58
Morgan & Fairm't.	282-A-1	59
Mo.Val. & Chadron	936-B-1	65
Napa	983-C-1	65
Neb. City & G.Isl.	934-D-2	62
New & Chester C.H.	344-A-1	56
New C.H.& Lanc. C.H.	344-B-1	56
North. & Fonda	105-B-1	66
N.Pacific	874-K-1	57
N.Y.& Chic. The Fast Mail	559-G-2	67
N.Y. & Dunk.	125-M-2	63
N.Y. & Dunk. W.D.	125-Q-1	66
N.Y. & Elmira	180-L-1	66
N.Y. & Phila.	240-J-1	63
N.Y. & Pitts.W.D.	203-I-4	62
N.Y. & Pitts. W.Div.	203-I-5	66
N.Y. & Wash.	238-G-1	63
N.Y. & Wash.	238-G-2	64
N.Y. & Wash. D.L.	238-I-1	64
N.Y. & Wash. N.L.	238-B-3	63
N.Y.Central	114-I-1	56
Og. & San Fran.	976-J-1	65
Omaha & Ogdem	932-L-3	63
Oneida & N.Y.	121-H-1	63
Osw. & Bing.	127-E-1	56
Oswego & Bing.	127-F-1	58
Oswego & Charl.	139-D-1	64
Pend D'Ore. & Wall.	892-C-1	63
Pet. & Gd.Rap.	620-I-1	67
Pitts. & Crestline	560-K-1	57
Port. & Gorham	9-H-1	56
Potts. & Phila.	190-G-1	56
Quincy to St. Joseph (No R.P.O.)	810-G-1	57
Quincy to St.Joseph (No R.P.O.)	810-G-2	67
Railway P.O. (Mscpt.)	690-I-1	68
Read. & Col.	188-B-1	59
Redding & Sacto.	982-D-1	65
Reno & Va. City	978-C-1	59
Rhine. & Mil.	851-E-1	62
Rich. & Char. N.Line	310-D-1	56

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
Rich. & Wil .Day	305-U-3	56
Roch. & N.Falls	115-R-1	64
Roch. & Susp. Bridge	115-O-1	56
Sac. & San. Fran.	976-L-1	68
Sac. & San Fran.	979-B-1	65
Sal. & Kent	550-G-1	64
San F. & Ogden	976-K-1	65
S.City & Yankton	885-C-1	65
Sid. & Laramie	932-N-1	59
S.Pacific	963-I-1	65
St.Jo. & D.C.	913-F-1	63
St.Jo. & Gd.Isld.	913-E-1	62
St.L. & L.Rock N.L.	456-H-1	67
St.L. L.R. & Texar. N.D.	456-G-1	57
St.Paul & Fargo	874-N-1	68
Streat. & Forest	721-B-1	57
Tacoma & Port.	895-B-1	63
Tehama & Davis.	986-B-1	65
Tehama & Sac.	982-C-1	65
Texark. & El Paso W.D.	483-F-1	67
Tol. & Buff.	115-Q-1	58
Toledo & Findlay	598-A-1	57
Umatilla & Hunt.	898-A-1	63
Umatilla & Hunt.	898-A-2	65
Union Pacific	932-G-2	59
Wallula & Port.	892-E-1	63
Wash. & Rich. Night	305-T-4	64
Wil. & Jack'v.	340-G-1	59
Winona & Tracy	866-H-1	62
Wmspt. & Erie	198-F-1	62
Wmspt. & Erie	198-F-2	63
Wmspt. & Erie	198-F-3	63

(e) Station Markings by Railroad Name

A.T.& S.F.R.R.Safford,Kans.	911-S-1	59
Augusta & Knoxville R.R.Clark's Hall	343-S-1	56
B.& O.R.R. Ijamsville	274-S-9a	59
B. & O.R.R. Monrovia	274-S-8a	62
B. & O. R.R. Mount Airy	274-S-7	57
B. & O. R.R.Smithton	235-S-3	58
B. & O.R.R. Thornton	274-S-29	66
B. & O. R.R. Watersville	274-S-28	58
B. & O. (R.R.) Woodbine	274-S-5b	66
B.& O. R.R. Co. Woodbine	274-S-5a	66
B. & O.R.R. Chic.Div. Suman	567-S-1	67
B. & O.R.R. Met.Br. Dickensons	274-S-27	57
B. & O.R.R. W.Co.Br. Claggetts	272-S-3	58
B. & P.R.R. Pea Cove	2-S-1	66
C. & C.S.Ry. Grosse Isle,Mich.	642-S-1	67
Cairo,Vin.& Chi.Line Duncansville,Ill.	667-S-1	68
C. & P.R.R. Millport Station	554-S-6	67
C. & T. R.R. Amherst	559-S-1	68
C.B. & Q R.R. Fox,Ill.	700-S-1	62
C.B. & Q.R.R. Co.Hemple,Mo.	810-S-3	67
C.C. & C.R.R. Gilead	555-S-1	64
C.H. & I.R.R. McGonigles,Ohio	658-S-1a	62
Charleston & Savannah R'y.Co.Ashepoo	350-S-1a	66
Charleston & Savannah R'y.Co.Green Pond	350-S-3	66
Chi.Mil.& St.P.Ry.C.& M.Div.Truesdell,Wis.	837-S-1b	68
C.& P.R.R.Newcastle	976-S-4a	65
C.& P.R.R.Newcastle	976-S-4b	65
C.& P R.R. Pino	976-S-5	65
D.L. & W.R.R. Willow Grove	175-S-2	56
E.& N.A.Railway Co.Lincoln Centre	1-S-1	56
Eastern R.R.North Beverly	4-S-4	63
G.R. (& I.) R.R.Montieth	620-S-3	67
Housatonic R.R. Kent	88-S-6d	63
I.C.R.R.Co. Eldorado,Ill.	717-S-1	62
Ill.C.R.R. From De Soto	708-S-5	67
(Ill.) Cent.R.R. Barnum	759-S-1a	68
K.C.R.R. Boston	522-S-5	64
L.L. & G.R.R. Line Divide Sta	909-S-1	59
Lou.& Fran. & Lex. & Fran. Croppers	524-S-1	57
Lou. & Nash. R.R. Casky ,Ky.	537-S-2	62
Lou.Cin. & Lex. R.R. Pendleton,Ky.	523-S-2	62

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
M. & C. R.R. Trinity	502-S-2	64
M. & C. R.R. Wheeler	502-S-3	64
Mem. & O.R.R. Sh (elby Station)	526-S-5	57
Miss. & Tenn. R.R. Whitehaven	423-S-2	66
N.C.R.W. Cedar Ledge	195-S-4	62
N.C.R.W. Whitehall	195-S-7b	62
N.C.R'way Ralston	193-S-1	64 page 161
N.J.S.R.R. (Sea) Bright	241-S-2	56
N.P.C.R.R. Freestone	985-S-1	65
N.R.R. Naugatuck	87-S-1	59
N.Y.C. & Hudson (R.R.R.) Crugers	114-S-7	66
N.Y.Central & H.R.R.R. Adam's Basin	115-S-4	56
N.Y.W.S. & B. R'y. West Camp	119-S-1	56
P. & C.R.R.Confluence	235-S-4	62
P. & E.R.R. Whetham	198-S-3	63
P.& O.R.R.Line Vt.Div. W.Danville	11-S-2	59
Penn'a.R.R.Co. Bulls Island N.J.	242-S-1	56
Phila. & Erie R.R. Glen Union	198-S-4	64
P.R.& A.R.R. Hampton S.C.	335-S-2	66
R. & B. R.R. Mount Holly	41-S-4	56
R.W. & O.R.R. Kasoag	102-S-1	63
Southern Central R.R. Sayre	134-S-1	64
St.L. & S.F.Ry. Crocker	807-S-2	68
T. & R.R.R. Shaftsbury	40-S-2	56
(U.P.) Railway Granite Canon ,Wyo.	932-S-4	68
Va.C.R.R. Afton	303-S-9	56

(f) Station Markings by Station Name

Adam's Basin—N.Y. Central & H.R.R.	115-S-4	56
Afton Va. C. R.R.	303-S-9	56
Amherst C. & T.R.R.	559-S-1	66 page 170
Ashepool Charleston & Savannah R'y.Co.	350-S-1a	66
Barnum (Ill.) Cent. R.R.	759-S-1a	68
Boston K.C.R.R.	522-S-5	64
Bull's Island N.J.Penn'a.R.R.Co.	242-S-1	56
Casky,Ky. Lou. & Nash. R.R.	537-S-2	62
Cedar Ledge N.C.R.W.	195-S-4	62
Claggetts B.& O.R.R.W.Co.Br.	272-S-3	58
Clark's (Hall) Augusta & Knoxville R.R.	343-S-1	56
Confluence P. & C.R. R.	235-S-4	62
Crocker St.L. & S.F.Ry.	807-S-2	68
Croppers Lou. & Fran. & Lex. & Fran. R.R.	524-S-1	57
Crugers N.Y.C. & Hudson R.R.R.	114-S-7	66
De Soto ,From Ill. C. R.R.	708-S-5	67
Dickensons Met.Br. B.&O.R.R.	274-S-27	57
Divide Sta. L.L. & G.R.R. Line	909-S-1	59
Duncansville, Ill. Cairo,Vin.& Chi.Line	667-S-1	68
Eldorado ,Ill. I.C.R.R.Co.	717-S-1	62
Fox ,Ill. C.B. & Q R.R.	700-S-1	62
Freestone,N.P.C.R.R.	985-S-1	65
Gilead , C.C. & C.R.R.	555-S-1	64
Glen Union , Phila. & Erie R.R.	198-S-4	64
Granite Canon,Wyo. (U.P.) Railway	932-S-4	68
Green Pond ,Charleston & Savannah R'y. Co.	350-S-3	66
Grosse Isle ,Mich. C. & C.S. Ry.	642-S-1	67
Hampton S.C. P.R. & A.R.R.	335-S-2	66
Hemple Mo. C.B. & Q.R.R. Co.	810-S-3	67
Ijamsville B. & O.R.R.	274-S-9a	59
Kasoag R.W. & O. R.R.	102-S-1	63
Kent , Housatonic R.R.	88-S-6d	63
Lincoln Centre ,E. & N.A. Railway Co.	1-S-1	56
McGonigles,Ohio C.H. & I.R.R.	658-S-1a	62
Millport Station C. & P. R.R.	554-S-6	67
Monrovia B. & O. R.R.	274-S-8a	62
Montieth G,R. (& I) R.R.	620-S-3	67
Mount Airy B. & O.R.R.	274-S-7	57
Mount Holly R. & B.R.R.	41-S-4	56
Naugatuck N.R.R.	87-S-1	59
Newcastle C.P.R.R.	976-S-4a	65
Newcastle C.P.R.R.	976-S-4b	65
North Beverly Eastern R.R.	4-S-4	63
Glen Union , Phila. & Erie R.R.	198-S-4	64
Pea Cove B.& P.R.R.	2-S-1	66

<i>Legend</i>	<i>Cat. No.</i>	<i>Chronicle</i>
Pendleton,Ky. Lou.Cin. & Lex. R.R.	523-S-2	62
Pino C.P.R.R.	976-S-5	65
Ralston N.C. R'way	193-S-1	64 page 161
Safford ,Kans. A.T. & S.F.R.R.	911-S-1	59
Sayre , Southern Central R.R.	134-S-1	64
(Sea) Bright N.J.S.R.R.	241-S-2	56
Shaftsbury T. & R.R.R.	40-S-2	56
(Shelby Station) Mem. & O. R.R.	526-S-5	57
Smithton B.& O.R.R.	235-S-3	58
Suman B.& O.R.R. Chic. Div.	567-S-1	67
Thornton B. & O. R.R.	274-S-29	66
Trinity M. & C.R.R.	502-S-2	64
Truesdell,Wis. Chic.Mil. & St.P.Ry.C.& M.Div.	837-S-1b	68
Watersville B. & O.R.R.	274-S-28	58
West Camp N.Y.W.S. & B. R'y.	119-S-1	56
W.Danville P.& O.R.R.Line Vt.Div.	11-S-2	59
Wheeler M. & C.R.R.	502-S-3	64
Whetham P. & E.R.R.	198-S-3	63
Whitehall N.C.R.W.	195-S-7b	62
Whitehaven Miss. & Tenn. R.R.	423-S-2	66
Willow Grove D.L. & W.R.R.	175-S-2	56
Woodbine B. & O.R.R. Co.	274-S-5a	66
Woodbine B. & O. (R.R.)	274-S-5b	66

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

Note: These articles, although written for Professor Hargest's Section on Trans-Atlantic Mails, had not yet been submitted at the time of his recent illness. Consequently, he has had no opportunity to check the articles and make necessary corrections or recommendations for changes.

MAILS TO AND FROM THE AFRICAN SQUADRON, U. S. NAVY

RICHARD B. GRAHAM

The cover illustrated as Figure 1 has been illustrated once before in the pages of the CHRONICLE. This was in No. 38, which was the format previous to that presently used, and the details of the cover were given on page 12 of CHRONICLE No. 37. The occasion of the report was the fact that this cover "plugged one of the holes" as designated by a "p" for "possible but not reported as existing" in Schedule A-23 of Mr. Tracy Simpson's *United States Postal Markings and Related Mail Services, 1851 to 1861*. Quoting from page 12 of CHRONICLE No. 37, Mr. Simpson commented:

"Mr. R. B. Graham sends photo and tracing of the first reported cover showing exchange at Portland, Me., via British mails through Great Britain. The cover is prepaid with single S5 and pair and single X9 for 33ct rate U.S. to "West Coast of Africa" on letter addressed to the U.S.S. Mohican. Such usage is listed as "p" (possible) on page 108 of Schedule A-23 of USPM. The exchange marking is red PAID/OCT/19/1860/PORTLAND ME.AM PKT., shown as No. 1 of "d" section of Plate 20 (USPM). Origin is indicated by Brunswick, Me., dated townmark and straight-line PAID, both in black. The cover also bears a red "12", doubtless applied at Portland to show credit to England for all postage above the 21 ct Am. Pkt. open-mail rate to British port. The cover also shows London and Liverpool transit marks. . . ."

Mr. Simpson went on to quote this writer's suggestion that the cover was picked up at Madeira, which had had a British post office serviced from England. This idea, although based upon comments made in a letter of instruction as to how

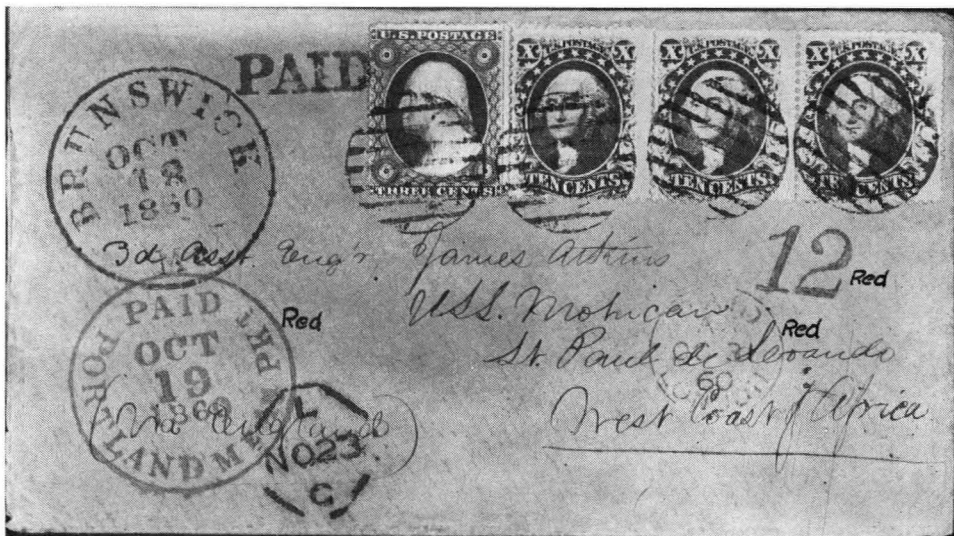


Figure 1.

From Brunswick, Maine, to aboard the U.S.S. MOHICAN, then on Anti-Slaver patrol off the coast of Africa. Postage of 33c prepaid to destination via American Packet to England. Exchanged at Portland, Maine, with 12c credit to England. Enclosed letters discuss political situation, baseball at Bowdoin College and capture of a slaver by the MOHICAN.

mail directed to the African Squadron of the U.S. Navy was to be sent some ten years previously (in 1849) was not correct. Since this was the first item the writer ever submitted for use in the CHRONICLE, it is hoped that we shall not be too severely criticized for not publishing a correction for over ten years. However, it was only some five years ago that we learned of the correct routing of the cover to destination.

Mr. Simpson described the rates and credits on the cover, pointing out that the cover was addressed to the "West Coast of Africa." The really unusual feature, which caused the appearance of the cover to be noted as being the reason for replacing the "p" in Mr. Simpson's chart of such covers, was the combination of the cover being exchanged at Portland and prepaid through England to a destination beyond England. Whether any further such usages have shown up as yet we do not know. However, this was not the reason that the writer acquired the cover; indeed, the unusual routing, while noted, was not recognized as being the salient feature of the cover. Nor were the contents the reason, although they are most interesting, being actually a composite letter written by four members of the addressee's family, and mentioning events ranging from the probability of the election of Lincoln to be President, the playing of baseball and the erection of a new gym at Bowdoin College to the arrival of a slaver captured by the *Mohican* at New York.

To us, the striking feature which attracted us was the address, in combination with the markings which seemed to prove prepayment to destination. Why would an address such as "St. Paul de 'Leoando' (Luanda), West Coast of Africa," appear on a cover of this nature? After all, since its founding by the Portuguese in 1575, Luanda had been the major town of what we now call Angola, and the odd address, coupled with the obvious fact of carriage to destination by British mails was of interest. And, of course, the writer collects U.S. Naval covers such as these, although interest with these is centered more on covers mailed from ships such as the *Mohican* rather than those addressed to aboard her. So, here was a little research project with considerable promise of being very interesting.

At this point it might be well to indulge in a bit of history which probably still affects us today. Under the Act of Congress of 1819 for suppression of the slave trade, a U.S. squadron was established off the West Coast of Africa, mostly centered in the Gulf of Guinea. The British government, passing similar laws, established a similar anti-slaver squadron at about the same time. The objective of these squadrons was the capture of slaving vessels, this being the only effective way that the United States and British governments could contend with the slave trade.

As always with squadrons on foreign stations, mails to and from such squadrons on remote stations were pretty haphazard for some time, although the British commenced packet service to the Cape of Good Hope as early as 1850, but were not able to maintain the service in a regular manner until 1857. Presumably the route included stops on the West Coast of Africa by 1857, for the U.S. 1857 P.L. & R. contained, in its foreign rate tables, a rate of 45c per half ounce for letters by British mails to the West Coast of Africa. In the 1859 P.L. & R. this same rate was listed as actually, "Africa (West Coast)" at 33c per ½ ounce. This, of course, is the rate at which the cover of Figure 1 was sent.

This also probably was the reason why the cover bore simply "West Coast of Africa" rather than a more detailed location, the "St. Paul de Leoando" actually not being needed. However, the question still remained—where was the cover routed to be picked up by the U.S.S. *Mohican* or some other ship of the U.S. African Squadron?

The covers illustrated as Figures 2 and 3 answer this question. These are return covers of the same correspondence as that of Figure 1, being from 3rd Ass't Engineer James Atkins, aboard the U.S.S. *Mohican*, to his family back home. Both entered the British mails at the British post office at Fernando Po, and returned by the same British mail route up the West Coast of Africa to England. Fernando Po, some 40 miles off the coast of Nigeria, was the headquarters and base of the British African Squadron from 1826 until 1834 and it continued as

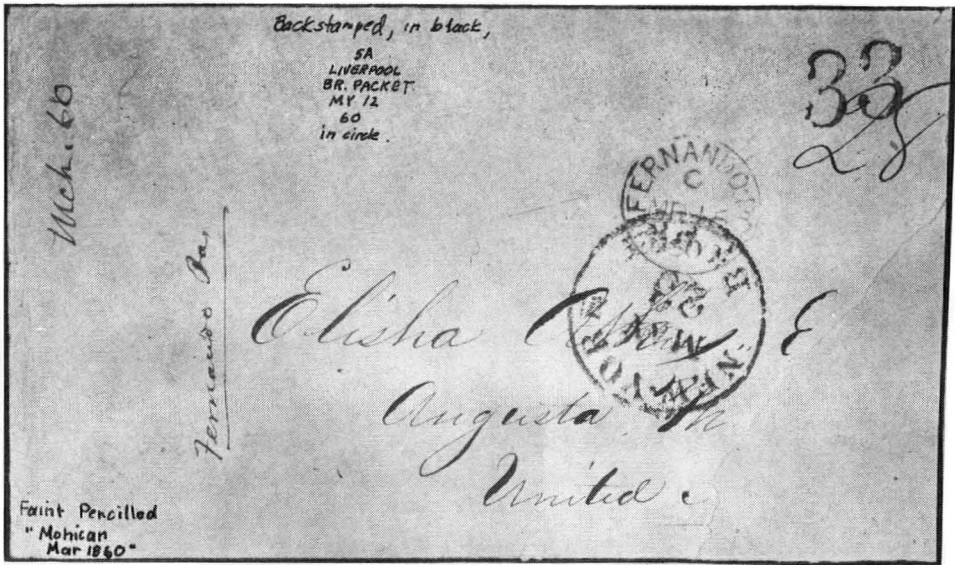


Figure 2.

From aboard the U.S.S. MOHICAN. Endorsed along left edge in pencil, "MOHICAN", Fernando Po, March, 1860" in addition to the ink endorsements. Bears marking of British post office at Fernando Po, with date of March 16, 1860. By British packet to Liverpool (so backstamped, May 12, 1860), and traveled to the United States via the Cunarder PERSIA, where it received the New York British Pkt. marking on May 23, 1860, and the 33c due marking. The manuscript "28" is the debit marking of the British post office for all the postage except the 5c U.S. internal rate.

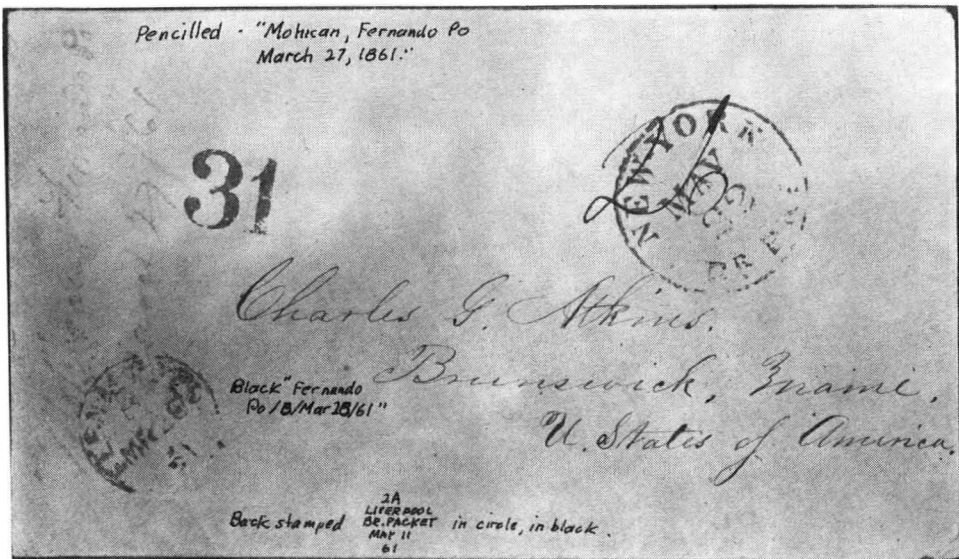


Figure 3.

Similar to the cover of Figure 2, except mailed at Fernando Po on March 28, 1861. Endorsed in pencil along left edge "Mohican, Fernando Po/ March 27/61." Backstamped with Liverpool British Packet marking, in black, of May 11, 1861. In England the manuscript debit marking "26" was applied, which was incorrect by being 2c not enough. Traveled to New York aboard the PERSIA, arriving on May 21, 1861. The New York British Pkt. marking, in black, was applied the following day, along with the 31c due charge for postage to be collected upon delivery in Brunswick, Me. This, although stating an incorrect rate, followed the normal practice of simply adding the 5c for the U.S. internal postage to whatever was debited by the foreign exchange office on such covers.

the center of British endeavor in that area for many years after, so that direct packet service with England was quite logical. The British post office at Fernando Po was established in 1859, by appointing the resident consul to be Postal Agent. Letters bearing British stamps were not cancelled until in 1860.

It is quite logical to assume, therefore, that the cover of Figure 1 was picked up at Fernando Po.

The covers from the return correspondence are of some interest. Both bear

the handstamped datestamp of the Fernando Po post office, this being listed in the Robson Lowe *Encyclopedia of British Empire Postage Stamps, Vol. II, Africa*, as marking type (PQ) which was a type commonly used throughout the empire. The listing gives the early usage as 1865, noting that a crowned type was used earlier. The earlier cover, that of Figure 2, bears the listed 33 cent rate, and since it traveled by British mails until it reached New York, the British had debited the U.S. with 28c of the amount to be collected when it reached Augusta, Maine, to where it was addressed. The other cover, mailed at Fernando Po on March 8, 1861, also reached New York by British packet. However, in error the British post office had debited but 26c instead of the 28c, which was correctly stated on the 1860 cover. Consequently, the clerk at New York added the 5c U.S. internal rate to the 26c debited by the British and hence rated the cover at 31c due rather than the normal and correct 33c.

The U.S. Steam Sloop *Mohican* was not ordered home until July of 1861, finally arriving at Boston in September. Several other covers from the Atkins correspondence, both directions, exist, including one with the rare crowned Fernando Po datestamp which was also exchanged at Portland.

One other remnant of the old method of sending letters to members of the African Squadron survived until at least some months after regular postal services were available. The cover shown in Figure 4 demonstrates this method, which

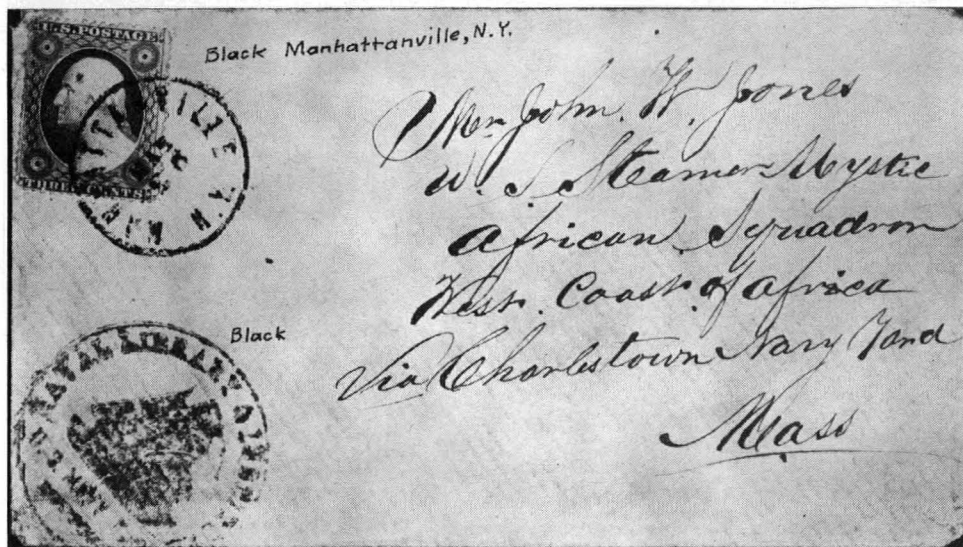


Figure 4.

From Manhattanville, New York (New York County), to aboard the U.S.S. MYSTIC, of the U.S. African Squadron. With 3c postage prepaid in care of the U.S. Naval Library & Institute, Boston Navy Yard, at Charlestown, Mass. The Naval Library & Institute was the Naval officers' club in the yard, and its cachet appears in black below the stamp, consisting of a full rigged war ship in a round frame with the legend included. Backstamped Boston, Mar. 27 (1860).

was sending letters in care of the Navy Yard at Charlestown, Mass. (Boston Navy Yard) to be forwarded aboard the next ship leaving from there for the squadron of which the *Mystic* was a member—in this case, the African Squadron. The same practice had been followed in earlier years from the Baltimore and New York Navy Yards. In addition to saving postage—no small consideration, comparing 33c with 3c per letter, when a dollar was a fair day's pay—the letter also probably reached its destination considerably sooner. This advantage was possibly offset by the disadvantage that many letters so directed may not have reached their destination at all, if we are to accept a few comments made in earlier letters of this sort where the contents survive.

Another disadvantage of directing letters in care of the Navy Yards was that it was necessary to know in advance from what yard ships would leave for which squadrons—and when. Sailings were not frequent for squadrons such as the African or South Pacific; probably only one vessel a year would go out, taking official mails, fresh crews or, at least, officers for the vessels on station.

The African squadron was abolished during the Civil War, and due to emancipation, was no longer required after the war, since the only purpose of the squadron was to capture slavers and thus prevent the eventual smuggling of new stocks of slaves into the United States. It cannot be said that the abolishment of the squadron actually deprived today's collectors of many additional interesting foreign rate covers, since the high rates and unusual routings of the pre-war period also were mostly changed to more prosaic rates and routes during the 1860's.

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AMERICAN PACKET MAIL TO FRANCE DURING THE "THREE MONTHS PERIOD"

TRACY W. SIMPSON

Under this title Section Editor George E. Hargest in Issue 53, page 137, referred to the rating of letters from U.S. to France mailed between January 1, 1857, and April 1, 1857, when the new U.S.-France treaty became effective. During this three-months period the through rate from U.S. to the French mails was not changed, but the internal French collect rate was reduced on a single-rate letter from 13 decimes to 8 decimes if the letter came prepaid to England via British packet, and from 8 decimes to 5 decimes if the letter came prepaid to England via American packet.



Cover New Orleans to Bordeaux via Collins Line Steamer ERICSSON sailing Jan. 17, 1857, from New York, as American Packet, showing 5-decimes collect marking for French internal postage and 21cts prepaid by strip of six 3c 1851 stamps and single (95-100 L4 and matching 94L4). The oval GB/40c marking signifies that the charge to France for transit from British port across England and to French mails was 40 centimes per 30 grammes. All markings are black, except the NEW-YORK/JAN.17/ AM. PKT. is red. Transit markings on reverse show through England on Feb. 2nd and arrival at destination Feb. 4th.

Apparently as a signal to the French mail service that the reduced internal collect rate should be charged, letters from U.S. to France via British packet through England were marked with the rectangular GB/1F60c and if via American packet were marked with the vertical oval GB/40c. These rates were "per 30 grammes", or four times the charge for a single-rate 7½-gramme letter (approx. ¼ oz.), and they signified only the charge to France by England for transit from a U.S. port to the French mails if via British packet through England, and from a British port to the French mails if the letter came to England via American packet. The portion of the through rate prepaid in the United States to the French mails was the same as before; viz., 5cts if by British Packet and 21 cts if by American packet.

Letters showing these "three-months" markings of GB/1F60c and GB/40c are scarce, and particularly covers with the GB/40c marking signifying routing via American packet, because there were only five sailings in the three-month period that carried Am. Pkt. mail (see list in the Hargest article mentioned). Those having U.S. stamps are the scarcest, and the article mentions the cover illustrated as being the only such cover bearing the GB/40c marking and also bearing stamps then known to be in the United States. Others owned in Europe also are described in the Hargest article.

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 68

Response to the November Cover Corner has been astounding. The many interesting and informative letters exceeded all expectations. Almost all the correspondents described the cover as a "ferriage" rate and many mentioned the August 9, 1969 column by Theron Wierenga in *Stamps*. Apparently no one noted Mr. Wierenga's column February 28, 1970, in which he acknowledged a letter from me disputing the term "ferriage" and in which he agreed that "exchange office rate" would be a better phrase.

Some of you are already aware that I'm a dedicated believer in the accurate use of terminology. In fact, to be candid, I chose that Blackjack cover with malice aforethought. There is a real difference between ferriage and the rate involved on the Blackjack cover—a difference I think is worth preserving. To point up the distinction, I'd like to explain ferriage briefly (since I intend someday to show you a ferriage cover, I want to save some ammunition).

Ferriage is the "toll charged for ferrying." Applied to mails between the United States and Canada it meant an additional amount to cover conveyance by ferry (or similar method) between border offices. This charge was added to the ordinary postage by distance. Prior to January 12, 1829 ferriage was collected at various border points on an unofficial and irregular basis. From January 12, 1829 to March 6, 1837 the Canadian Post Office authorized collection of ferriage on all mail between offices where ferry transmission was involved, notably Queenston and Kingston, in order to defray the cost of maintaining and operating the ferry service. The official ferriage charge was wholly Canadian, as was the expense. Effective March 6, 1837, the Canadian Post Office abolished ferriage, *except* when the Canadian exchange office was either the origin or destination of the item of mail. In such cases ferriage only was charged and no ordinary Canadian postage. This system remained in operation until April 5, 1851. Since Queenston and Kingston were the principal exchange offices for Upper Canada, and carried, in addition to a large volume of cross-border mail, great numbers of transatlantic letters by private ship via New York, mail showing ferriage is not rare in the pre-stamp period.

During this period a letter from one exchange office to the adjacent office incurred only ferriage where such a charge was operative. I don't know whether any postage was charged between offices such as Ogdensburgh and Prescott where there was no ferriage charge. I believe there may have been a nominal charge of 1c or ½d in such cases. When the new whole rate agreement came into force April 6, 1851, the rate of 10c or 6d represented a substantial increase on mail between border offices. Complaints must have been immediate because Canadian Postmaster General James Morris wrote to U. S. Postmaster General N. K. Hall on April 15, 1851, requesting a reduced rate between ten pairs of exchange offices. (The correspondence is partly reproduced in Boggs *Canada*, II, C, # 9, # 13, # 15, and # 16.) At first Mr. Hall refused agreement, but later reconsidered, as under date of June 21, 1851, Morris acknowledged Hall's letters of the 10th and 12th and thanked him for his favorable action on the "two cent rate between our Frontier Offices." This rate was without regard to weight.

Whether this special exchange office rate applied to all pairs of offices at this time is doubtful, although the correspondence is not clear on this point. It is true that Morris refers in his letters to a "reduced or Ferry rate" since eight of the ten pairs of offices he lists were separated by a ferry or bridge, but it is also true that ferriage had not been charged between all of them. The prior custom of ferriage furnished an argument and precedent for the establishment of a special rate between exchange offices.

A similar exchange of letters is reproduced in Jephcott, Greene, and Young's *Postal History of Nova Scotia and New Brunswick* on pp. 276-278. In a letter dated November 19, 1851, John Howe, Postmaster General of New Brunswick, proposed to Hall a "local rate" of 2c or 1d cy. between St. Stephen and Calais, St. Andrews and Robbinston, and Woodstock and Houlton, and stated that a charge of 1d between St. Andrews and Robbinston had been customary for some time. In his reply Hall agreed to a 2c rate between Calais and St. Stephen only. In denying the request in respect to the other two pairs of offices, Hall stated: "I would prefer, as the distance in both cases exceeds five miles that the general rate of 10 cents should stand, at least for the present. Under our arrangement with Canada, the President advised the establishment of the 2c rate only in the case of offices not more than five miles apart."

This last sentence suggests that the arrangement applied at first only to offices less than five miles apart and was not sanctioned for the balance of offices until some later date. At what time the agreement was extended and whether all pairs of offices regardless of the distance separating them were eventually included have not been positively determined. The evidence of the covers from Houlton to Woodstock (about 15 miles apart) indicates the agreement had been modified by 1860.

The only other definite information I have was furnished by George Hargest and appeared as a note attached to an official 1875 publication of the text of the 1851 United States-Canada agreement. The notes supply changes from 1851 to 1875 and this one states:

By subsequent arrangement (effective October 1, 1856) letters originating at either of the following line offices and destined for the corresponding line office, as hereinafter named, the distance being short, are able to go at a postage of two cents each, without regard to weight, viz:—

The pairs of exchange offices are then listed: the two Sault Ste. Marie's, Port Huron and Port Sarnia, Detroit and Windsor, Black Rock and Fort Erie, Lewiston and Queenston, Youngstown and Niagara, Cape Vincent and Kingston, Morristown and Brockville, Ogdensburgh and Prescott, Fort Covington and Dundee, Derby Line and Stanstead. Except for the two Sault's, these are the identical offices specified in Morris's April 15, 1851, letter.

Since this special rate applied only to letter mail originating at one exchange office and addressed to the opposite exchange office, it is far more restricted in occurrence than the ferriage rate. Consequently covers showing the exchange office rate are very rare. Those noted in the literature or which have been reported to me are listed below:

1. 12-25-60 Houlton, Me.-Woodstock, N. B. pr. 1c 1857
2. 2-16-61 Houlton, Me.-Woodstock, N. B. pr. 1c 1857
3. 6-13-62 Houlton, Me.-Woodstock, N. B. pr. 1c 1861
4. 2-21-67 Houlton, Me.-Woodstock, N. B. Blackjack (Scott # 73)
5. 8-12-69 Houlton, Me.-Woodstock, N. B. Blackjack (Scott # 93)
6. 1-26-70 Houlton, Me.-Woodstock, N. B. 2c 1869
7. 2-11-70 Houlton, Me.-Woodstock, N. B. two 1c 1869
8. 3-15-70 Houlton, Me.-Woodstock, N. B. 2c 1869
9. 4-29-70 Houlton, Me.-Woodstock, N. B. 2c 1869

In addition, a few covers showing a 1c rate have been reported: Pat Herst has seen a cover from Ogdensburgh to Prescott with a single 1c 1857 used in 1859 or 1860; Bruce Hazelton has a cover with a single 1c 1861 from Calais to St. Stephen, postmarked DEC 15, no year date. It appears that a rate of 1c or ½d must have existed between offices separated only by a bridge, but no corroboration has yet been found. Thereon Wierenga reports a cover similar to Mr. Hazelton's and a cover at the 2c rate from Oswego to Bowmanville with a Blackjack (Scott # 73) postmarked AUG 7, no year date. I have not included this cover in the list at present because I have no record of Bowmanville as a Canadian exchange office.

Perhaps the strangest element in the list is that all the verified covers at the 2c exchange office rate are from Houlton to Woodstock, although at least three correspondences are represented. Why covers have survived from this pair of obscure offices, while no examples are known from most of the many busier and more important offices, is mystifying.

If you have an exchange office rate cover or knowledge of one, please report it to me and I'll update the list in the future. A Xerox will be appreciated. Information on covers at the 1c rate is also requested, and on covers of Canadian origin, as well as further source material on the dates and offices covered by these rates.

A discussion of the exchange office rate may be found in Ashbrook's *Special Service*, pp. 37-40, and in Mr. Wierenga's columns in *Stamps* for August 9, 1969, November 22, 1969, and February 28, 1970. The cover in the November *Chronicle* is illustrated on p. 97 of Maurice Cole's book on the Blackjacks. The caption stating that the stamp paid the postage only to the lines is in error. The stamp paid the entire postage to the destination and the PAID/2 handstamps appear merely to be supererogation. All the Houlton-Woodstock covers of which I've seen photos show some form of "2" marking in manuscript or handstamp, for no evident reason.

Thanks to all who took the time to write: Mel Schuh, Paul Wolf, Sheldon Friedman, Edward Freyfogle, Bruce Hazelton, Theron Wierenga, Millard Mack and John Hopkins. Special thanks to the last three for their aid in compiling the list of covers. It's very gratifying to have so many alert and helpful readers.

PROBLEM COVER FOR THIS ISSUE



The cover shown was submitted by Les Downing. It was mailed at Cheltenham, England, on December 11, 1851. The stamp is the Great Britain embossed one shilling green, issued in 1847. It is tied by a strike of Cheltenham numeral 177. On the back are the circular date stamp of Cheltenham in black, a partial strike of a Liverpool circular date stamp DE 12 in blue and a black oval L/DE/12/.

All the markings on the face are in black. Where and why were they applied? What do they mean? How do they help reconstruct the strange story of the misadventures of this cover?

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