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The
Chronicle
of the U.S. Classic Postal Issues

May, 1971

Volume 23, No. 2

Whole No. 70

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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.

MORTIMER L. NEINKEN TO RECEIVE AWARD

The Collectors Club of New York is proud to announce that the recipient of the 1971 Alfred F. Lichtenstein Memorial Award is Mortimer L. Neinken. The presentation will be made at the Annual Awards Banquet to be held Wednesday, May 12th, 1971 at Luchow's Restaurant.

Mortimer Neinken, a member of The Collectors Club, is a Fellow of the Royal Philatelic Society, London, a Trustee of the Philatelic Foundation, and a member of the U.S. Philatelic Classics Society. He was President of the Board of Trustees of Maimonides Medical Center, Brooklyn from 1962 to 1970.

In the collecting area his specialties are the classic issues of the United States with concentration on the One, Ten and Twelve Cent Stamps of the 1851-1857 issues. These collections have gained high awards at National and International shows.

Two of his books have been published by the Theodore E. Steinway Memorial Publication Fund of The Collectors Club; "The United States Ten Cent Stamp of 1855-59" and "The United States Twelve Cent Stamp of 1851-1857". His latest work scheduled to appear this May is "The United States One Cent Stamp of 1851-1860"; it is being sponsored by the U.S. Philatelic Classics Society.

Among Mr. Neinken's Philatelic awards have been the Eugene Klein Memorial Award (twice), the John N. Luff Award and the Carrol Chase Award, all of the American Philatelic Society. He also received the Stanley B. Ashbrook Award of the U.S. Philatelic Classics Society twice.

ROBERT A. HANSON RA NO. 309

1889-1971

The death of Robert Hanson on January 27th as the result of an arterial blood clot after a minor operation came as a shock to his many philatelic friends who just a few days previously had greeted him at a local meeting where he appeared to be in perfect health.

Aside from being the 1970 winner of the Ashbrook Cup Award, Robert Hanson was noted as a leading geographic philatelic collector of the 1851-'60 issue, particularly of covers from early California, Nevada, and Utah towns, mostly those bearing 10-ct adhesives or Nesbitts of the period. Mr. Hanson's album pages are outstanding because nearly all contain not only the cover from the town named, but also a photograph of the present-day location of the post office or other memento of the town. These photos and the research connected with their assembly was the result of personal trips to the present locations, made over many years by Mr. Hanson, and often in the company of fellow member Dr. W. Scott Polland.

Before retirement from active business Mr. Hanson was a leading civil engineer in San Francisco, principally associated with the construction industry. He will be sadly missed by all who knew him.

THE EDITORS' PAGE

R. L. D. DAVIDSON, Editor-in-Chief
EDWIN A. CHRIST, Associate Editor

The Editor-in-Chief infrequently gets the urge to editorialize in this primarily a reference publication. But when he does, he may go on for a page or two, a risk all members encounter by employing a low-paid editorial staff.

Those classical philatelists who have not seen these recent publications are losing a lot of entertainment or knowledge or both. Carl Scheele's "A Short History of the Mail Service" (Smithsonian Institution Press) was part of our winter reading and we are grateful. While primarily a story of the U. S. mails it is fun to read and informative. The *HJMR* people down in Florida have given us a reference work of considerable value in their enterprise to catalog philatelic literature. This is a monumental task and many librarians or just amateurs like us will find the work of great value.

Then, third, our own Hart and McDonald have put their knowledge of the 1847's to the task of providing a listing of the 10-cent covers identified by them up to now. For Creighton Hart this has been a study of over three decades and both he and Susan McDonald, section editors of this *Chronicle*, deserve our gratitude.

The bad news of Jack Molesworth's loss by burglary is another reminder of the ever-present specter of theft. Mr. Molesworth, a regular and long-time full-page advertiser with us, is a dealer all of us who know him have respected and dealt with with confidence. He handles primarily classical and Confederate items and usually holds some dandies. What a shame this ugly business transpires! Between theft and fakers we are always to be on the alert and maybe sometime we will be able to do away with both threats.

And then, your route agents ought to know more about our Slide Shows. Some of you who have groups of agents near at hand might be extremely pleased by this kind of program. They are inexpensive and very informative. To conclude this opus we list below the rich material available:

—R.L.D.D.

U. S. PHILATELIC CLASSICS SOCIETY LIST OF SLIDE SHOWS

January 1, 1971

1. *The 1851-57 Issue* (APS 42A) (1962)
53 slides . . . 45 minutes with 7" tape 3¾
This slide show illustrates postal uses of each denomination and then discusses each denomination including catalogue types.
2. *U. S. Postmaster Provisionals* (APS 43) (1962)
39 slides . . . 37 minutes with 7" tape 3¾
The Postmaster Provisionals of Baltimore, Brattleboro, Millbury, New Haven, New York, Providence and St. Louis are illustrated.
3. *U. S. Grilled Issues 1867-73* (1969)
64 slides . . . 50 minutes with 7" tape 3¾ or cassette
Created with the help of Lester Brookman and Elliott Perry. This show discusses the grills in a manner anyone can understand, explaining differences hard to understand in the catalogue.
6. *1861—A Year of Change* (APS 51-1968) (Revised 1969)
51 slides . . . 34 minutes with 7" tape 3¾ or cassette
Describes the most exciting year of postal history events ever. It discusses postal history in the civil war period, including independent states, uses in the Confederacy, Pony Express, and a new issue of postage stamps.
7. *The Postage Stamps of the 1869 Issue* (1969)
59 slides . . . 39 minutes with 7" tape 3¾
In depth discussion of the postage stamps of our first pictorial issue.
8. *The 1c Stamp of the 1851-57 Issue* (June 1970)
78 slides . . . 41 minutes with 7" tape 3¾ or cassette
Mortimer Neinken, the well-known student of this issue, explains the various types and varieties listed in the catalogue in a clear and interesting manner.
9. *The U.S. Postal Markings 1851-61* (June 1970)
79 slides . . . 54 minutes with 7" tape 3¾ or cassette

- Tracy Simpson illustrates and explains most of the types of postal markings catalogued and illustrated in his classic book. A show of interest to all.
10. *The Postal Uses of the 1869 Issue* (January 1971)
76 slides . . . 35 minutes with 7" tape 3¾ or cassette
Examples of domestic and foreign uses with multiples of denominations and stamps to pay registration and or letter postage. A beautiful display of unusual covers franked with 1869 stamps.

Coming Later in 1971

The Express Mail of 1836-39

The Postage Stamps of the 1861 Issue.

Available from:

Mr. J. David Baker

602 West McCarty Street — P. O. Box 892

Indianapolis, Indiana 46206

NOTE: Beginning April 1, 1971, all reservations made for Slide Shows will require payment of \$7.50 (up from \$5.00) rental fee to be paid prior to shipment which will include prepaid shipping charge to individual or club. The return UPS or Parcel Post (insured for \$50.00) fee to be paid by user.

All reservations made prior to April 1, 1971 will be at present rental rate of \$5.00 if \$5.00 payment has been received prior to April 1 even though reservation is for a date later than April 1.

* * *

The Associate Editor of *Chronicle* would like to have a few hundred words. There's *good* news this May! Early in April George Hargest personally issued a progress report concerning his recovery from the serious illness that brought him low last Winter in Vero Beach. He writes (April 2)—and hear this—

"My book was published by the Smithsonian in February. I have not had any reviews as yet, and since the Government Printing Office does not advertise, I am not sure how many people who want it will know how to order it. In the last *Chatter* there was a notice of it which instructed people to order from the Smithsonian, but a member has written me that they returned his check and told him to order from the Superintendent of Documents. Frankly, I do not know what is going on. I was asked to send in a list of people who would review it, and did, but I do not know whether copies were sent to them. I had one sent to Dick Graham for review, but the last I heard from him he had not received it. It should be ordered as follows

George E. Hargest, "History of Letter Post Communication Between the United States and Europe—1845-1875", Smithsonian Studies in History and Technology—No. 6"

Orders should be addressed to:

Superintendent of Documents,

U. S. Government Printing Office

Washington, D. C. 20402

A check for \$4.25 payable to Superintendent of Documents must accompany your order."

This puts it about as straight as it can be aimed. Unquestionably, a work like this should not be let rest on the shelves of the Government Printing Office simply because people do not know how to get it. George will not benefit one cent from the sale of his book—indeed, he has (as you might have expected of such a man) that hundreds of dollars of his own money have been put into the scholarly work this represents.

* * *

At the risk of beating a distant drum, we (the Associate Editor) are President of the Kingdom Philatelic Association (a *bona fide* Chapter member in good standing with the A.P.S.), and which although not yet quite five years old is the sponsor of "MO-PAN-EX '71".

You may well ask, what is MO-PAN-EX '71? As convention General Chairman, we are delighted to answer that MO-PAN-EX '71 stands for "Missouri Philatelic, Antique, and Numismatic Exhibition, 1971." We are going to put on a wing-ding (as we say, in Missouri) of a 3-ring circus. The dates are July 16, 17, 18. The place is Robertson Hall (completely air-conditioned) on the north end of the Churchill Memorial Quadrangle of Westminster College campus. There will be a bourse and exhibit in each of the three collecting spheres—and the philatelic end will consist of an invitational non-competitive showing of twelve 8-frame exhibits of goodies which have previously won high awards. We'll not mention names, but R. L. D. Davidson is in charge of the exhibition, and, my friends, when he invites people to exhibit, don't expect anything but the best of the best available.

E.A.C.

THE 1847-'51 PERIOD

CREIGHTON C. HART, Editor

1847 COVERS FROM MISSOURI

CREIGHTON C. HART

Happy Birthday to Missouri.

This year is the sesquicentennial of Missouri statehood. Missouri was admitted to the Union on Aug. 20, 1821. An 8c commemorative will be issued May 8, 1971 with first day ceremonies at Independence. The change in dates is to permit the first day ceremonies to be held in former President Harry S Truman's home town on his 87th birthday. This May issue of *The Chronicle* appropriately looks back on covers from Missouri bearing our first issue of stamps.

During the entire four years our first issue of stamps was current, Missouri was in the westernmost tier of frontier states. Beyond it lay the vast unorganized territory known unofficially as Missouri Country. Kansas, the sister state to the west, did not gain statehood until 1860, nearly 40 years after Missouri had joined the Union.

Six post offices in Missouri were sent supplies of 1847 stamps, but St. Louis received 96% of the total. The other five post offices were small settlements on or very near the Missouri River, which reminds us how important river travel was then in this far western section of our young nation. The following tabulation gives the name of the post offices and the dates stamps were first sent and the day they were received. In the last two columns are the total number of 5c and 10c stamps received.

Post Office	Date Sent	Date Received	Total 5c	Total 10c
Saint Louis	Aug. 5, 1847	Aug. 12, 1847	45,400	30,300
Columbia	Feb. 5, 1851	Feb. 21, 1851	400	100
Lexington	Nov. 18, 1850	Dec. 4, 1850	800	200
Rocheport	July 18, 1850	Aug. 5, 1850	400	100
Savannah	Aug. 20, 1850	Sept. 9, 1850	400	100
Union	Sept. 12, 1850	Oct. 1, 1850	300	100

The St. Louis post office received approximately one-fourth of each denomination every 12 months which shows a consistent use of the new adhesives by the St. Louis residents, principally by commercial firms.

The other five post offices were sent stamps only once and the innovation of stamps may or may not have been favorably received by the residents. No covers are known postmarked from any of the five small post offices. This means that the history of 1847 covers from Missouri is a history of '47 covers from St. Louis.¹

St. Louis was an important river town and had its strong ties with the eastern United States rather than the rest of Missouri. To appreciate how undeveloped Missouri was west of St. Louis, we must realize that it was another seven years before the Butterfield Overland Mail was to start from Tipton, which was the end of the railroad west of St. Louis. It was also eight more years before the colorful Pony Express was inaugurated from St. Joseph.

In the General Denver correspondence, which was dispersed a few years ago in a philatelic auction, there were a few early stampless covers from Westport, Missouri, which was just coming into prominence as the starting point for the Conestoga covered wagons heading for the gold fields via the Santa Fe Trail. Kansas City, which later absorbed Westport, was spelled Kansas because of the Kansas Indians in the area. The spelling was later changed to Kansas, but it is still pronounced as if it were spelled with a "Z". Local collectors are still quietly looking for a manuscript or a handstamped cover postmarked Kansas and for a Fort Osage cover. Fort Osage was a military outpost nearby.

Of course, '47 covers are most frequently seen from New York, Boston and Philadelphia. Many '47 covers from these cities and from other eastern

points bear a single 5c stamp. When looking for a '47 cover with the much scarcer 10c denomination, collectors will find such covers from St. Louis quite plentiful. This is in sharp contrast to '47 covers from the other frontier states, Texas, Arkansas, Iowa and Wisconsin.

The Directory² of 10c covers reports 106 10c covers from St. Louis. Three correspondences accounts for at least 66 of this total. The Philadelphia firm of Charnley & Whelen, famous for the St. Louis bear covers, was succeeded by the firm of E. S. Whelen. This one correspondence accounts for at least 48 of the 10c covers and probably for an additional 8 of the 21 covers where the addressee information is incomplete. There are eight 10c covers addressed to J. & J. Stuart of New York City. Both the Whelen and Stuart correspondence related to business matters and are blue folded letters very common for the period. Covers addressed to "Miss E. E. Turner" of Boston are all on white envelopes addressed in a modified Spencerian hand and are unusually attractive and in fine condition. Because most of the 5's are multiples used to pay the 10c rate to the east, there are also some 5c covers in these three correspondences. Miss Turner's St. Louis admirer habitually placed the stamp(s) neatly in the upper left corner and on a few occasions artistically overlapped one 5c stamp with another (Figure 1).

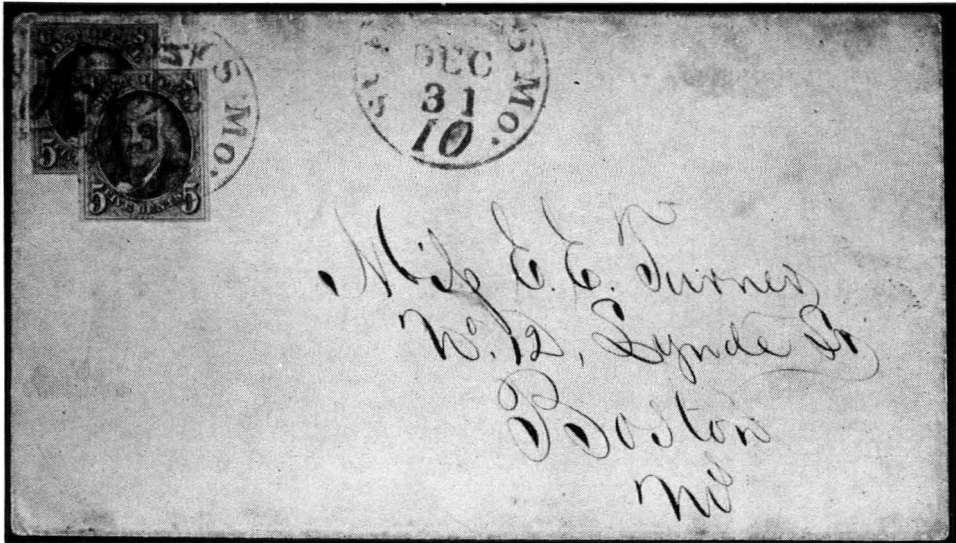


Figure 1.

Because of the multiple use of the 5c stamps, there are fewer 5c covers from St. Louis extant than there are 10's. Covers with a single 5c stamp to pay postage for less than 300 miles from St. Louis are a bit scarce. The list of 5c covers is still being compiled and the incomplete count shows 57 covers with 35 covers having two stamps to pay the single 10c rate and 22 having a single stamp to pay the 5c rate.

Herbert Trenchard, who is making a detailed list of the Charnley and Whelen and the E. S. Whelen correspondences, has furnished me with his information on these covers. He writes that he has not recorded the use of SAINT in the postmark earlier than November 1850. The "St. Louis Postal Facilities and Postmarks, 1821-1861" confirms this date and reports that the earliest date for "SAINT LOUIS" is November 8, 1850.³

St. Louis is known for its large German settlement, but this wave of immigrants did not come until later and no covers are known from St. Louis to Germany. Only two '47 covers are known to Europe, both from the same correspondence to Belgium. Both covers are transatlantic during the retaliatory period in 1848, one postmarked July 3 and the other July 10th. Both have foreign receiving marks at Le Havre, France on August 9, 1848. These apparently were

carried on the S. S. Washington which sailed from New York for Bremen on July 20th and were dropped at Le Havre.

There are few Mississippi River packet 1847 covers and it is impossible to tell their origin unless the entire letter is still present and its contents known. A black "STEAM" on covers is typical of these packet marks and the same "STEAM" seems to have been used by several packets. It is possible to say four of these packet covers were mailed at St. Louis and three have the small black grid shown in Figure 2. All four are to New Orleans and to the same

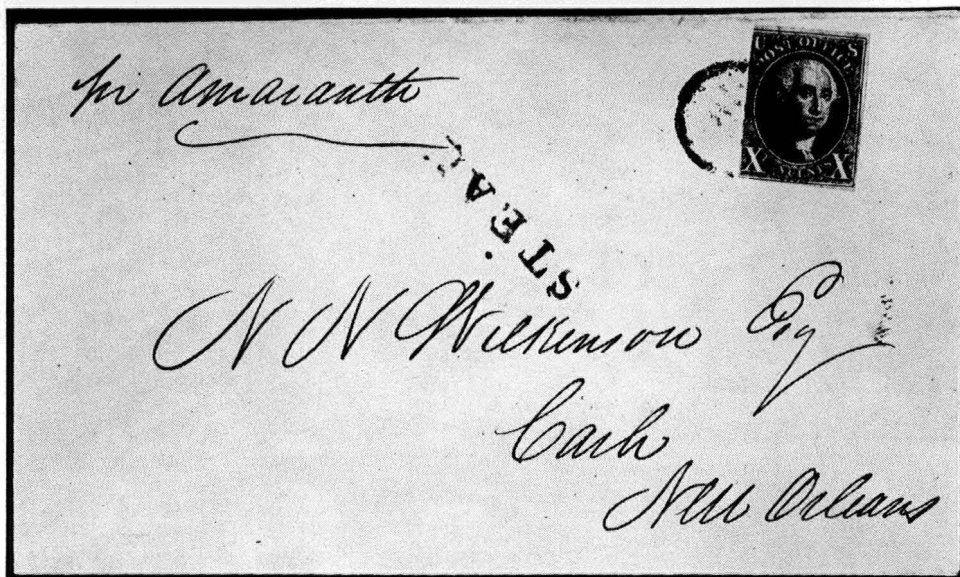


Figure 2.

The packet Amaranth was built at St. Louis in 1846 and had a short life of only 6 years. It sank in 1852 after being caught on a snag but no lives were lost.

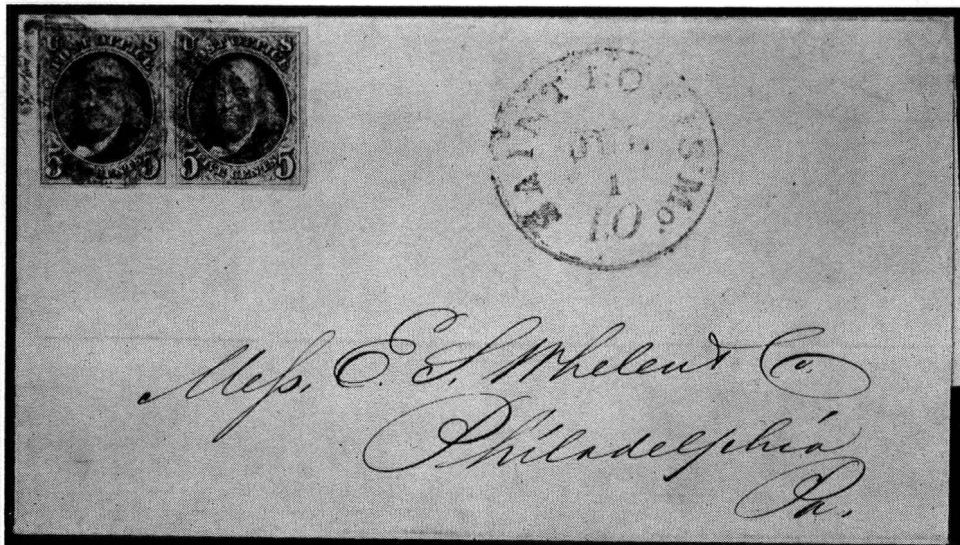


Figure 3.

The first day of illegal use, July 1, 1851. Our first issue of stamps is the only issue to have two first days. July 1, 1847 is the first day of legal use; July 1, 1851 is the first day for illegal use. Notice the "SAINT" in the postmark.

addressee. These Mississippi packets were non-contract carriers and the "STEAM" was probably struck at New Orleans to indicate origin. A small black grid is so far known only on the covers originating at St. Louis and it may have been struck there.

The earliest known cover is a 10c one postmarked September 25, 1847 about six weeks after the first stamps were received in St. Louis. If anyone knows of an earlier use please write your editor.

Our first issue of stamps was invalid for postage after June 30, 1851 and covers showing valid uses after that date are highly prized by specialists. There are two such late uses from St. Louis. One is remarkable because it is a 5c pair postmarked July 1. The cover is from the E. S. Whelen correspondence and is docketed 1851. The pair of 5c was obviously applied to pay the old rate of 10c to Philadelphia, applicable the previous day. (Figure 3.)

The other late use cover has a single 5c stamp and is addressed to New York. The August 6, St. Louis townmark has a "3" incorporated in the postmark representing the new prepaid 3c rate that had gone into effect July 1, 1851.

There are too many '47 covers of each denomination to list in this article. At some future date when these articles on state uses are brought to date, a detailed listing will be given.

Footnotes

¹ A cover from Jefferson City to San Jose, California postmarked April 22 is believed to be a stampless cover to which a 10c stamp has been added.

² C. C. Hart and S. M. McDonald, *Directory of 10c 1847 Covers, 1970* and additions unpublished.

³ C. Corwith Wagner, "St. Louis Postal Facilities and Postmarks, 1821-1861" compiled and added, August, 1960, by James W. Adler, S. M. Arnold, Kenneth Notvest, Ward S. Parker and William Semsrott.

NEXT ISSUE: "The Knapp Shift as Told to me by Elliott Perry" will appear in the August *Chronicle*. Additional time is required for preparation.

YOU BETTER BELIEVE IT!

Your Sales Department Manager is Dr. W. F. Amnette. . . .

His address is 204 8th Street, Radford, Va., 24141.

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204 8th St.

Radford, Va. 24141

THE 1851-'60 PERIOD

THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

MILITARY MARKINGS: 1851-1861

DAVID T. BEALS III, R. A. 248

Installment No. 6

REFERENCES

#62 "Indian Territory, Oklahoma, and the Neutral Strip" by George H. Shirk, TWENTIETH PHILATELIC CONGRESS, October 22-24, 1954.

#63 "Fort Ripley, Minnesota Territory, A Frontier Outpost" by David L. Jarrett, STAMPS Magazine, May 2, 1970.

#64 "Mail from Fort Laramie" by Henry L. Fine, the AMERICAN PHILATELIST, August 1969.

#65 "The US Eighteen Forty Sevens—some comments", Installment #7 by Stanley B. Ashbrook, STAMPS Magazine, December 11, 1948.

#66 "Ships Across the Southwest" by Richard J. Sullivan, the AMERICAN PHILATELIST, October, 1970.

#67 "Post Offices of Oregon, Washington and Idaho" by Dr. Robert L. Landis, Patrick Press, Portland, Oregon, 1969.

ACKNOWLEDGMENTS

Assistance is gratefully acknowledged from J. P. Burke, Richard B. Graham, Creighton C. Hart, Robert Lewenthal, Mortimer L. Neinken, Susan M. McDonald, Basil Pearse, Elliot Perry and W. Scott Polland.

SUMMARY

We will now report the covers and information which have been received during the writing of these articles. The numerical designation of the postmarks referred to are those listed (and illustrated) in the appropriate installment, and three more have been added.

FORT SMITH, Arkansas



Diagram #30

3) FORT SMITH, Ark. /D/C30.5 (Diagram #30)

One cover has been reported with this marking used on a 3c buff Nesbitt envelope. This marking was more common during the stampless period.

FORT WASHITA, Chickasaw Nation

1) Fort Washita, C.N., date, in manuscript.

Another cover used with S2 has been reported, for a total of two.

2) FORT WASHITA ARK /D/C33.5

Three additional covers have been reported, one used with S5 (illustrated in Ref. #62, page 34) and two on 3c Nesbitt envelopes, one of which is addressed to Germany. This makes a total of five covers reported.

On page 3, Issue #41 of the CHRONICLE, Mr. Richard B. Graham reports seeing the correspondence of a West Point graduate who served in the west during this period. It includes eight covers from Fort Craig, N.M., two from

Fort Abercrombie, N.T., and one from Pawnee Fork, K.T., but unfortunately none of it is presently in philatelic hands.

FORT LEAVENWORTH, Kansas Territory

1) FORT LEAVENWORTH MO/D/C30

Two additional covers with this marking have been reported, both used with S2, for a total of 13.

CAMP ON PAWNEE FORK, Kansas Territory

This post was established on Oct. 22, 1859 and was located on the Pawnee River about 8 miles above its junction with the Arkansas River, near the present city of Larned, Kansas. It was selected by Capt. Henry W. Wessels, 2nd U. S. Infantry, and its mission was to protect the Santa Fe Trail. Renamed Camp Alert on Feb. 1, 1860, the post was redesignated Fort Larned on May 29, 1860 for Col. Benjamin F. Larned, Paymaster General of the Army. Fort Larned was garrisoned until July 19, 1878 and was finally abandoned on March 26, 1883. Two markings are known:

1) Pawnee Forks, Oct. 25, 1860, in manuscript.

One cover has been reported by Mr. Graham (above) used with S5, however your editors have seen two others used with #65, indicating use of this marking for sometime after the post became Fort Larned.



Diagram #31

2) PAWNEE-FORK·K·T· /D(ms)/DC 25½ (Diagram #31)

One cover has been reported with this marking used with S5.

FORT RILEY, Kansas Territory

1) Fort Riley KT Date, in manuscript.

Two additional covers with this marking have been reported; the first used on a 3c Nesbitt envelope with an additional large circular marking—MISSION OFFICE, April 26, 1859 (enclosed letter was dated April 15th), and the other with a pair of S4 used to Canada and also marked US PAID 10 in box, two stamps are missing from this cover unfortunately. The above make a total of 3 covers with this marking.

2) FORT RILEY KT/D/C33.5

One additional cover has been reported, used with S2, for a total of four covers with this marking.

FORT SCOTT, Kansas Territory

1) Fort Scott Mo, Date & year in manuscript.

Another cover with this marking used with S2 has been reported for a total of two.

3) FORT SCOTT KT/D/C37

Two additional covers have been reported, one used with S5 and having a Crawford legal corner advertisement, and the other with a strip of 3 one cent 1857's. These covers make a total of seven reported with this marking.

FORT ABERCROMBIE, Nebraska Territory

This post was established Aug. 28, 1856 by Lt. Col. John J. Abercrombie, 2nd U.S. Infantry, and was located on the west bank of the Red River of the North at Graham's Point. This point was 12 miles north of the junction of the Bois de Sioux and the Otter trails near the present town of Abercrombie, N. D. The Fort's mission was to protect the settlers of the Red River valley from the Sioux Indians. The post was evacuated on July 25, 1859, but was re-occupied in July, 1860 and rebuilt. It was finally abandoned on October 23, 1878.

Mr. Graham describes two Fort Abercrombie covers. Both bear manuscript markings used presumably with S5. One cover is dated 30th Nov. 1860, and contains a letter headed Ft Abercrombie D.T. Oct 27th. It was addressed to Santa Fe N.M. and was thence forwarded to Fort Craig. This cover also bears the 26mm SANTA FE NM concentric circle townmark. The other cover was dated 30th March 1861, after the formation of Dakota Territory on March 2, 1861.

FORT KEARNEY, Nebraska Territory

Dr. Landis in his book (Ref 67) illustrates on page 28 a fancy straight line Ft KEARNEY O.R. marking with an eagle at top and stars below. If anyone can let us see an example of this marking we would very much appreciate it.

4) FORT KEARNEY N.T./D/C26

Another cover used with two one cent 1857's (a third stamp apparently cut off at right) has been reported, making a total of three covers with this marking.

FORT LARAMIE, Nebraska Territory

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

Two additional covers, one used with S5 and the other on a 3c Nesbitt envelope, both struck in black have been reported for a total of twelve.

FORT CRAIG, New Mexico Territory

Correction—We stated on page 59 of the May, 1970 issue of the CHRONICLE that Fort Craig was not threatened by the Confederate invasion—that was incorrect.

During late 1861 and early 1862 Federal forces under Col. E. R. S. Canby were concentrated at Forts Craig and Union to meet the threat of a Confederate invasion of the Southwest. A Confederate Army under Brig. Gen. (lately Major USA) Henry H. Sibley advanced from Texas toward Fort Craig, where on Feb. 21, 1862 the two armies met at the Battle of Val Verde on the Rio Grande River six miles north of Fort Craig. The outcome was not decisive, but the Confederate force thereafter proceeded west where they were defeated (or at least greatly discouraged) at the Battle of Apache Pass on March 26th, and the two Union Forts were not again seriously threatened by the Confederates.

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

Mr. Graham reports eight covers with this marking, all presumably used with S5, as part of the correspondence described on page 86. He further reports the earliest date of these covers 6 Dec. 1860, and the latest 7 May, 1861.

In addition to the six covers already covered herein, two additional stampless covers, both used in 1862, have been reported (one is a soldier's letter), for a total of eight covers presently in philatelic hands.

FORT FILIMORE, New Mexico Territory

2) FORT FILIMORE N.M./D/C32

A second cover (front only) has been reported used with a pair of S5 in May, 1860.

FORT UNION, New Mexico Territory

According to Mr. C. C. Hart, the only Fort or New Mexico cover used with an 1847 stamp is illustrated in Figure 12. It is also illustrated in Ref #65.

In reference #66, Mr. R. J. Sullivan gives additional information on the use of camels in the southwest.

FORT LELAND, Oregon Territory

Correction—It was stated on page 108 of the Aug. 1970 issue of the CHRONICLE that "no military post offices existed in Oregon Territory in 1859 (Oregon became a state on Feb. 14th of that year), and no covers from this period have been reported". This statement was incorrect.

Fort Leland was established on March 28, 1855 on Grave Creek, a tributary of the Rogue River in southwestern Oregon. It was named for Martha Leland Crowley, an emigrant, who was buried on Grave Creek in 1846. The post,

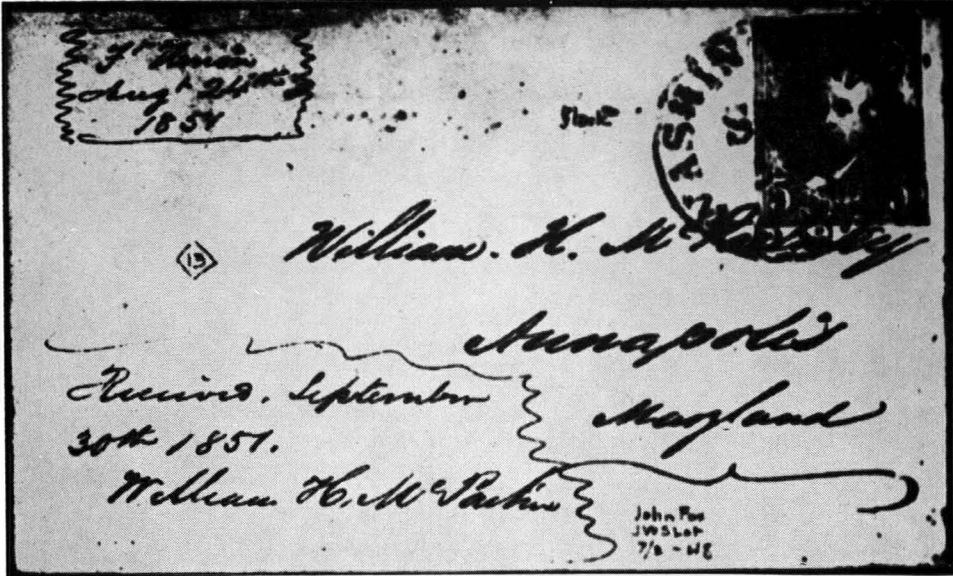


Figure 12.

5c 1847 stamp used from Washington City, D. C., Sept. 29, 1851, to Annapolis, Md. Letter from Fort Union, N. M., carried east to Washington in an army pouch and mailed there with the demonetized stamp. (Ex. Sampson).

consisting mainly of a tavern and a stockade, was garrisoned by the Mounted Oregon Volunteers during the Rogue River War of 1855-56, and thereafter it became a town.

One marking is known:



Diagram #32 (not traced)

1) FORT LELAND OREGON /D/DbIC33 (Diagram #32)

This marking was listed in Schedule #A2, page 27 USPM, and Mr. Tracy W. Simpson advises that two covers both used in 1856 were the basis of this listing, but no further information on them can be located at this time. We would very much like to have a Xerox print of either of these covers.

FORT BRIDGER, Utah Territory

Mr. Simpson has also provided a record of several additional covers written by Capt. Gove (a Company Commander, 10th U.S. Infantry), which together with several Fort covers previously reported, provides an interesting philatelic record of the movement of the Regiment to Utah in 1857:

LEXINGTON, Mo. Jun 26, 1856 (S2), Mt. Pleasant KT July 24 (Ms on S2), Marysville KT July 30 (Ms. on pair of S2), Fort Kearny Aug 9 (Ms. on pair of S2), Fort Kearney NT Aug 30 (Ms. on S2); FORT LARAMIE NT Sep 10 and Fort Bridger Dec 1 (Ms. on pair of S2, by the first mail out of Fort Bridger after arrival of the expedition in late November).

1) Fort Bridger UT date, in manuscript.

Dr. Chase's original notes on Utah Territory markings (copy also provided by Mr. Simpson) list four additional covers from the Gove correspondence

with this marking, three used with S3 and one with S5. None of these have been subsequently reported but it is assumed (and hoped) that they are still in philatelic hands.

CAMP FLOYD, Utah Territory

1) Camp Floyd UT date in manuscript.

Two additional covers have been reported used with S5, for a total of six covers with this marking. In addition, Dr. Chase's notes record the existence of three more covers from the Porter correspondence, one used with a pair of S2, one with S2, and one with S5.

2) CAMP FLOYD.U.T./D/PAID 3/C35

Dr. Chase records seven covers used with S5, primarily from the Porter correspondence, not reported during this study. However, three of the covers which were reported herein were not recorded by Dr. Chase, making a total of twelve covers with this marking.

3) CAMP FLOYD U.T./D/C26

Dr. Chase records two covers used with S5 from the Porter correspondence not previously reported for a total of eleven. The report in issue 19, page 2 of the CHRONICLE showing 19 covers with Camp Floyd marking #3 is in error. No stampless covers are included in these totals, although your editors have seen three with marking #2 and five with marking #3.

CAMP SCOTT, Utah Territory

1) Camp Scott UT June 12 in manuscript.

The mystery cover illustrated in Figure 12, Nov., 1970 issue of the CHRONICLE has been identified as a third Camp Scott cover by J. P. Burke, David L. Jarrett, Susan M. McDonald and (upon restudy) Tracy W. Simpson. The postmaster was obviously very careless about crossing his T's.

Addendum—the table on page 154 of the Nov. 1970 issue should now read:

Covers reported	By Dr. Chase	This study
Fort Bridger #1 Ms.	8	5*
Fort Bridger #2 SL	4	5
Fort Bridger #3 CDS	3	4
Fort Churchill Ms	—	2
Camp Floyd #1 Ms	9	6
Camp Floyd #2 large CDS	9	5**
Camp Floyd #3 small CDS	11	9
Camp Scott Ms	2	3

*Includes one not reported by Dr. Chase, for a total of nine.

**Includes three not reported by Dr. Chase, for a total of twelve.

WASHINGTON TERRITORY

In his book (Ref. 67) Dr. Landis reports the establishment of a post office at Fort Colville W.T. on June 2, 1858; however, no covers of this period have as yet been reported.

CONCLUSION

Your Editors are quite surprised at the apparent scarcity of Military covers surviving from this decade as compared to the substantially larger number of stampless covers surviving from the Army posts in existence during the period of the Mexican War (the forties), and the much greater number from the Civil War period (Fort covers only). However, when we realize that the regular army was reduced from a peak of 21,686 officers and men in 1847 (not including the Militia or Volunteers) to 10,538 in 1851 and maintained at an average strength of 14,028 officers and men until the outbreak of the Civil War (Ref. 43), this scarcity may become a bit more understandable.

This completes the study of Military Markings of the 1851-1861 period. However, we will continue to report new covers which may come to our attention, and the continued cooperation of our readers will be greatly appreciated in helping to make the record as complete as possible.

SAVANNAH, GA. "MAIL ROUTE" MARKINGS FOR "WAY" LETTERS

ARTHUR H. BOND, R.A. 431

Simpson's *U.S. Postal Markings 1851-1861* in Schedule A-21, p. 82, lists and illustrates a handstamped MAIL ROUTE marking 42 x 3½ mm. applied at Savannah, Ga., of which examples are very scarce. Since similar markings are also known on stampless covers, it appears on p. 165 of Sampson's *American Stampless Cover Catalog* (1965) along with the three types of MAIL ROUTE markings used 1827-30 at New York, Philadelphia and Providence. The latter were explained at length by this writer in an article in *Postal History Journal* of January 1968, in which it was stated that the Savannah markings are obviously in an entirely different category. At that time Mr. Henry A. Meyer gave us the records he had accumulated as to covers bearing the Savannah marking. Since then we have obtained some additional data.

The known covers are listed as follows:

	<i>Date</i>	<i>Address</i>	<i>Postage</i>
1)	1 Jun 1849	"Near Macon Ga."	6c
2)	?	?	6c
3)	1851	Savannah	?
4)	9 Mar 1852	Athens, Ga.	3c
5)	5 May 1857	Providence, R.I.	4c
6)	May 1857	Providence, R.I.	?
7)	?	Marietta, Ga.	4c
8)	6 Oct ?	Marietta, Ga.	3c
9)	?	New York	3c
10)	?	Savannah	6c

Further information is available as follows:

- 1) Letter is written from "Isle of Wight, Liberty Co." and dated 30 May 1849. Bears SAVANNAH/*GEO.* townmark and handstamped "6" in a 15 mm. circle, all in red. (Lot 360 in R. A. Siegel Auction 6/25/69)
 - 2) Piece only; apparently showing the same 6c handstamp.
 - 3) & 6) Reported by Dr. Carroll Chase in *The 3c Stamp—1851-57 Issue* (Rev. Ed., p. 282). Both in black. Postage rates not stated, but presumably with 3c stamps and Savannah townmark. Size of marking is listed as 41½ x 5 mm., which is probably an error, as several others of the period are known to measure 42 x 3½ mm.
 - 4) Ex-Stannard, as listed in R. A. Siegel Auction 1/12/61, Lot 284: "SAVANNAH, Ga./MAR/9/3 tying #10 with SL MAIL ROUTE in black".
 - 5) MAIL ROUTE in black struck twice; #11 tied by black grid; "Due 1" in red crayon. (Lot 361 in Siegel Auction 6/25/69)
 - 7) Illustrated in *The U. S. 1c Stamp of 1851-57* (Vol. II pp. 233 & 235) by Ashbrook. This had a 3c stamp (now missing), tied with the SAVANNAH, GEO/PAID postmark and two strikes of the MAIL ROUTE marking, one tying a 1c 1851 stamp. Date is unknown.
 - 8) Ex-Meroni. Illustrated in *U. S. Postal Markings of 1851-61* (p. 83) by Simpson. SAVANNAH,GEO./PAID postmark on 3c Nesbitt, presumably in black.
 - 9) Described in the Meroni Sale of 1956 (Lot 880) as a Nesbitt #U8 cover postmarked SAVANNAH in black with PAID and SL MAIL ROUTE.
 - 10) Ex-Meyer. Front only. No further information, may be stampless.
- It will be noted that items #1(1849), #5(1857) and #7 definitely indicate the imposition of a 1c fee additional to the current postage rate. Items #4(1852), #8 and #9 (both 1853 or later) show no such addition. Information is insufficient to classify items #2, 3 and 10.

In his analysis of item #7 Mr. Ashbrook interprets the 1c addition as a "Way" charge, representing the 1c paid by the Savannah postmaster on receipt of the letter in transit. On this cover the fee was prepaid by the sender with a 1c stamp. On item #1, with no prepayment, the 6c handstamp used was that normally applied to Ship Letters for delivery at the port of arrival, which happened to fit the "Way" rate. At this date the normal rate for a Ship Letter

(received from a non-contract vessel) to Macon would have been 7c. On item #5, carrying only a 3c stamp, the postmaster apparently endorsed the letter "Due 1" in crayon to insure reimbursement for the 1c paid to the captain.

The variations in the procedure of handling "Way" letters are set forth in Schedule A-17, page 70, of Simpson's *U. S. Postal Markings 1851-61*. The Savannah procedure is interesting as illustrating several of these variations, viz.:

- a) Collection of fee from addressee during the stampless period.
- b) Prepayment of fee by stamps.
- c) Collection of fee from addressee in 1857 regardless of 1857 P.L. & R. eliminating the "Way" surcharge.
- d) Forwarding normal prepaid letters without surcharge where the captain, presumably, did not insist on receiving his fee. An additional variation is introduced, it will be noted, in that these letters were marked MAIL ROUTE, while the usual procedure did not call for a "Way" marking on such letters.

To substantiate the probability that the Savannah MAIL ROUTE bore the character of a waterways "Way" marking the writer examined some old newspapers in the Savannah Public Library. In this search the heading "Isle of Wight, Liberty Co." on item #1 was most helpful. The Isle of Wight is a small "island" in the great marsh area along the Midway River, which discharges near the North end of St. Catherines Island, about midway between Savannah and Darien. This is one of many large islands, formerly occupied by prosperous plantations growing rice and long staple cotton, which shield the present Intracoastal waterway.

In the Savannah *Georgian* for 3 January 1849 and subsequently we find the following advertisements:

U.S. MAIL STEAM PACKET LINE—Daily between Savannah and Charleston via Hilton Head and Beaufort—inland $\frac{2}{3}$ of the way.

METAMORA—WILLIAM SEABROOK—GENERAL CLINCH—JASPER
Leave Savannah every evening and Charleston every morning throughout the year.

U.S. STEAM PACKET LINE—Semi-weekly between Savannah and Palatka, Fla. via Darien, Brunswick & St. Mary's Ga.; Jacksonville, Black Creek and Picolata, Fla. In connection with the Charleston Daily Mail Steam Packets of Savannah, the mail steamer "Sarah Spalding" from Palatka to Lake Monroe; the mail stage from Black Creek via Newnansville, Alligator, Mineral Springs and Columbus to Tallahassee, and from Picolata to St. Augustine.

OCAMULGEE—WILLIAM GASTON—ST. MATTHEWS

Brooks & Tupper, Agents (for both lines)

This establishes the fact that there were in this period contract mail steamers serving the coastal areas above and below Savannah, which undoubtedly constituted the MAIL ROUTE referred to in the marking.

Other advertisements in this paper are of interest:

NEW YORK & SAVANNAH LINE OF STEAMSHIPS

The new and splendid Steamship CHEROKEE (Lyons, master) sailing to-day at 3 P.M. (alternate Wednesdays). The second steamer for the line, the TENNESSEE, is launched and will be ready in the Spring.

Notice—The letter bag of the CHEROKEE for New York will close at the office of the Agents this afternoon at 2 P.M.

Padelford & Fay, Agents

U.S. MAIL STEAM LINE—Between Charleston and Havana, via Savannah and Key West. Splendid new steamship ISABEL (1000 tons) will leave Charleston the 1st and 15th of every month.

The writer endeavors to maintain a complete record of all covers bearing handstamped MAIL ROUTE markings, both of Savannah and of the earlier period. It will be appreciated if the owners or others having information on this subject unrecorded in the above articles will communicate the same, addressing Arthur H. Bond, P. O. Box 625, Casselberry, Fla. 32707.

THE ROADRUNNER



Can anyone identify this monster, submitted by Mr. James R. Kesterson? It is struck in black as an obliterator on a 3c Nesbitt envelope. There is no townmark on the cover.

NEWLY REPORTED MARKINGS ASSOCIATED WITH U. S. MAILED

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

<i>Illustration No.</i>	<i>USPM Schedule</i>	<i>Description (Dimensions in millimeters)</i>	<i>Used With</i>	<i>Reported By</i>
A	A-2	Michigan MACKINAC/D K17-25½ Struck in red	S2	G. J. Bernadt
B	A-2	New York POKEEPSIE N.Y./D/5 CTS (Town name misspelled or abbreviated. Used in connection with a "FORWARDED 5" rate. See A-27 (a)).	S2	L. R. Campbell
C	A-2	Texas MT PLEASANT/D/TEXAS K2-33, Struck in claret	3c Nesbitt	G. J. Bernadt
D	A-2	Vermont HARTFORD/D/VT. K4-24	S5	G. J. Bernadt
E	A-2	Wisconsin WIOTA/D/Wis. K1-29½ Struck in claret	S2	G. J. Bernadt
Not illustrated	A-7	Pennsylvania Line Mills C-31	S2	G. J. Bernadt
F	A-8 (a)	BOSTON/D2/PAID C-30 See text.	1c, Ty. IV, Imperforate	L. L. Downing
G	A-13	Maryland Grantsville L14-20x20 (approx.)	S2	G. J. Bernadt
H	A-14 (c)	State Undetermined M11-encircled "3" struck in black	S1	S. Hines
I	A-27 (a)	FORWARDED 44x4 Poughkeepsie, N.Y. with mss. 5.	S2	L. R. Campbell
J	A-27 (e)	Reg (presumably a registered marking) S1 14½x5. Lewistown, Pa.	3c Nesbitt	G. J. Bernadt

NEWLY REPORTED MARKINGS ASSOCIATED WITH
THE U. S. MAILS



A



B



C



D



E



F



G



H

I **FORWARDED** **Reg** J

BOSTON PAID

Mr. Lester L. Downing reports a Boston PAID townmark (Illustration F) which does not appear in the Blake book. He says it is "... a variation of BPM #605 in that the figure 2 is above the month and the figure 8 is below the month. It is on a circular from Boston headed March 1, 1856, going to Sidney, Maine. I think the 2 is correct as the day of the month, the circular being headed March 1. I have no idea why the 8. I do not believe that the date was March 28. It may have been used instead of a blank to fill in the slot for the date."

ANTHONY, W. T.

Mr. Phillip E. Baker has submitted a cover bearing S2 with a Mss. "Anthony, W. T./July 16." The stamp is also pen cancelled. The cover is addressed to Suffield, Conn. Does anyone know the meaning of "W. T."? Mr. Baker thinks it may stand for West Texas.

NEW EARLY DATE

Mr. Stanley M. Piller reports a new early date for Plate 27. It is an off-cover copy (51L27) showing the imprint and plate number "7P.", used from New York City. So many new early dates have been reported in the past few years that we plan to run a complete up-to-date listing in a forthcoming issue.

CORRECTION

Mr. David L. Jarrett points out a typographical error that appeared in our report on a DENVER, K. T. cover. There we stated that Kansas became a state on January 20, 1861. The date should be January 29.

THE KELLEY'S ISLAND, OHIO, POSTMARK—CORNER CARD

R. B. GRAHAM



The Put-In Bay area of Lake Erie has always had a resort atmosphere during the summer months, and during the 19th century, it was to wealthy westerners about what Newport was to those in the east.

In the years prior to the Civil War, the Island House was the deluxe hotel on Kelley's Island. The 1859 list of postoffices gives the name of William Webb as Kelley's Island postmaster. We have no idea whether Webb was the postmaster during the early part of the 1850's. In any case, it is probable that the postoffice was in the Island House or close by. At this time, the postmaster did not have a normal cancelling device, but used envelopes with a corner card map of Kelley's Island, apparently available in the Island House or from the postmaster, as a datestamp. In other words, the map corner card had a blank printed line below the legend "Kelley's Island. The postmaster simply wrote in the month and day, in this case, April 9, on the blank line. He also pen canceled the stamp by writing the same day date on the stamp—in this case, "9". All of the three or four covers from Kelley's Island seen by the writer sent during this period are handled in this manner. In the event someone used a plain envelope, we suppose the postmaster would have written the postoffice name in manuscript. Or did the postmaster sell the envelopes with the stamps already affixed?

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

THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

As might be guessed, there were some interesting comments resulting from the Period Editor's comments in *Chronicle* No. 69, concerning auction descriptions. Mr. James R. Hopkins wrote to state that the U.S. No. 76a stamps noted in our paragraphs had been purchased by him. He also advised that the description had actually been in error, and the marking on the stamp so described was not a Banks Division marking but rather read "BANK." He sent the stamp along, which is an extremely fine copy with a vivid red marking reading as he stated. Since the marking is undoubtedly that of a bank and is therefore almost certainly a revenue usage of a U.S. postage stamp, we definitely did not recommend that Mr. Hopkins return the stamp as misdescribed. Although the 5c values of the U.S. internal revenue series of the Civil War era are probably about as common as any values, we don't ever recollect seeing this particular value of the regular issue used for revenue purposes before.

Mr. Royden H. Lounsbury advises us of an extension of the date of use black Columbus square grid killer by sending a Xerox of a cover with the stamp so cancelled, and with a Columbus c.d.s. of Jan. 8. In addition, there is a Xerox copy of the enclosed letter, which is clearly dated Jan. 6, 1862. If this date is correct, then there is either concurrent use with the blue grid killer, or a shift from blue to black and back to blue within a period of a week or so. Another possibility is that the writer of the original letter misdated the year as 1862 when he should have written 1863. This is very easy to do during the first week or so of a new year. However, further evidence could clear this up. Does anyone own another Columbus grid with a Columbus year date of Jan. 8, 1862 or 1863 in either blue or black?

Both Mrs. Susan M. McDonald and Mr. Lester L. Downing wrote to correct the comment made by the Period Editor on page 32 of *Chronicle* No. 69 concerning the correct rate to Halifax, Nova Scotia. The rate was 5c rather than 10c as stated by the Period Editor. This 5c rate prepaid only to Halifax and any inland postage beyond that point was collect.

Both Mrs. McDonald and Mr. Downing also verified the fact that the Cunard liner *Arabia* sailed from Boston on Aug. 21, 1861, which was a Wednesday that year and was a normal sailing day. The *Arabia* sailed from Boston on August 20, 1862 and August 19, 1863, so these are further verifications that the Aug. 21 date on Mr. Herzog's stamp, as mentioned in the article in *Chronicle* No. 69, is an early date of usage.

Mr. Paul J. Wolf has sent us several photos of Black Jack covers of interest. One is a 10c rate to Mexico, prepaid by a 3c entire, No. U59, a 5c grilled, Scott's No. 95, and a grilled Black Jack, Scott's No. 93. The cover bears a large manuscript "62", which neither the Period Editor nor Mr. Wolf have figured out. Addressed to San Luis Potosi, Mexico, the cover also bears a black "2" which is probably the collect Mexican internal postage. Affirmation of this idea or corrective data would be appreciated.

Mr. Wolf also submitted a cover bearing a 15c rate which is addressed to France and marked "INSUFFICIENTLY PAID" which is verified by the French due marking of "16" which meant that all postage was due in France on this double rate cover. Unfortunately, under the terms of the U.S.-French postal treaty, partial payments were not recognized. The stamps are a grilled Black Jack, a 3c grill and a 10c, all having the "E" grill.

ON CARING FOR STAMPS AND COVERS

Mr. Bruce C. Harding, Chief, Archives Branch, Federal Records Center of the General Services Administration, at Chicago, was the speaker at the

Classics Society meeting at Garfield Perry Stamp Club in Cleveland in 1969. Mr. Harding spoke regarding care of paper documents and materials in archives, and there were several requests afterward that his talk be made a matter of permanent reference. Since Mr. Harding was then moving to Chicago to assume the position he presently holds, his time was limited then, but he has recently prepared a copy of his talk for our use. Applicable to all our periods, and others not covered by the present day *Chronicle* Mr. Harding's talk is herewith presented as a matter of permanent record.

"SOME OBSERVATIONS AND COMMENTS ON PAPER REPAIR AND PRESERVATION"

BRUCE C. HARDING

I have divided my remarks into three general areas; the causes of paper deterioration, the control of paper deterioration and the repair and restoration of paper.

The most important cause of paper deterioration is the acidity of the paper itself. Most of you collect items produced prior to 1870 and they are usually low acid in content because of the manufacturing techniques used prior to that time. When paper mills began using old rags and producing wool pulp paper, the use of acids and other chemicals caused the paper to be acidic. However, there is a wood pulp paper on the market today that is nearly acid free. One trade name is "Permalife" and it is manufactured by the Standard Manufacturing Company of Richmond, Virginia. Ask your paper supplier for a product with a Ph level of about five and you will be safe. Not all 100% rag paper is acid neutral. I would encourage all of you to use mounting paper, album sheets, etc. that is acid free.

The second cause of paper deterioration is air pollution. Most of us live in areas in which the air contains sulphur dioxide, ammonia, and other contaminants. Except for air filtration and conditioning systems, there is little which can be done. Most archives, libraries, and museums are including these items in their buildings and if you can provide this protection for your materials, so much the better!

By having central air conditioning, the problems of temperature and humidity can also be solved. The ideal conditions for paper storage, and still meet human comfort levels, are 68°-70°F with 45%-50% relative humidity. High temperatures and high humidity when combined with acidic paper and/or air pollution cause the paper to deteriorate more rapidly. Therefore, it is essential that paper be kept in an area that is not hot and humid.

Other causes of paper deterioration are light, vermin, ink, and improper repair techniques. Paper materials should never be exposed to direct sunlight as it will cause fading and brittleness. If you exhibit material make sure it is not in the sun. Lengthy exposure to fluorescent lights should also be avoided. Do not use pressure sensitive tapes to mend your documents.

Most causes of paper deterioration are either built into the product during manufacture or the expense of controlling them is beyond the ability of most collectors. As cited above, the use of acid free paper whenever possible is recommended. There are file folders and storage boxes available which are made of acid free paper. One source is the Hollinger Corporation of Arlington, Virginia. Another is Pohlig Brothers, Inc. of Richmond, Virginia. Both will send brochures and price lists on their products upon request.

By cleaning your materials you can reduce the risk of vermin attack. A hand vacuum cleaner and a soft eraser or a non-crumbly type wallpaper cleaner will remove most of the accumulation of dirt. Fumigation is a desirable step for items which have been stored in areas where insect egg and/or mold growth was possible. Some commercial establishments will cooperate with you, but a relatively simple and effective method is to place a tray containing three parts of ethylene dichloride and one part of carbon tet in the bottom of a metal container. Place the items to be treated on a screen above the tray of chemicals and seal the container. After two weeks most eggs and larvae of winged insects

will be killed. When using chemicals make sure your ventilation is adequate to avoid being overcome by fumes and wash your hands immediately afterward.

Those who reside near a major archives, library or museum should inquire as to its willingness to render advice and aid in the area of paper preservation. Many of you are from Ohio. The Ohio Historical Society is completing a 10 million dollar building in Columbus which is to have a restoration lab. I would encourage you to write to Dan Porter, the Society's Director, and determine what services can be obtained when this facility is operational. The states of Maryland, Delaware, Pennsylvania, Virginia, New Jersey, North Carolina, Georgia, Illinois, Minnesota, Washington and California all have some type of fumigation and/or repair lab as a part of the state archives, historical society, or state library. Most states have someone who can advise you at least.

To help read faded ink, you can use a "black light" flashlight. One I am acquainted with is called "Light Mite" manufactured by Sticker and Yale Inc., Marblehead, Massachusetts. It costs about \$26.00. A 2% solution of tannic acid will also help restore faded ink. For further details on faded inks, read the National Bureau of Standards publication *Circulator C-426 (1940)* and the *Abstract Review*, Sept., 1958 has an article entitled "The Restoration of Faded Ink writing." The Institute of Book Pathology in Rome, Italy has also done work on this problem.

To reduce the damage of ultraviolet light in direct sunlight and fluorescent bulbs, use a sheet of yellow plexiglass over the document on display. Also, you can make tubing from the plexiglass and slip the fluorescent lights into them. Write to Rohm and Haas Company in Philadelphia and ask for their Bulletin PL-612 (1963) or later revision of it.

Humidity can be controlled to some extent by the use of portable mechanical equipment as well as a central system of air conditioning and humidity controls. A somewhat less satisfactory method is the use of silica gel bags. Seven pounds will take care of about 1,000 cubic feet. Most major libraries will have the *New Jersey Library Bulletin* which has an article on mildew control in Volume 13, pages 123-29.

Two organizations having publications on the methods of protecting and salvaging fire damaged records are the Federal Fire Council of the General Services Administration in Washington, D. C. and the National Fire Protection Association, Boston, Mass. Your local fire department will probably have someone who can explain the various types of fire extinguishers and their uses. It is also a good idea to tell the local fire house that would serve your area that you have a collection of items that can be damaged by excessive use of hoses. They may use caution in fighting a fire in your home or use a chemical or spray rather than high pressure hoses if they know the collections exist.

The first step in repair and restoration is to clean the item. As mentioned above, a soft eraser and non-crumbly type wallpaper cleaner are both useful. Those items having non-soluble inks may be washed in tepid water with detergent and a little bleach added. An old shaving brush is useful in this process. For more stubborn stains and grease, the following solvents may be used:

Acetone: Plastic adhesives, Duco cement, Lacquer

Alcohol: Shellac, Varnish, Paint

Benzene and toluene mixture: Rubber cement, wax

Chlorothene Nu and benzene mixture: Oils, Fats

Exercise caution when using any solvent as many are toxic. Work in a well ventilated room and wash your hands after the job is completed.

To flatten folded items, you must insert enough moisture to avoid breaking the paper. Two methods are to place the documents between white blotters and wet them and place the pile under pressure for several hours. Another is to use a steam iron or mangle on a very low setting.

If your collection contains items made of high acid paper or have been damaged by vermin or fire, you should consider lamination or silking. The Barrow Lab at the Virginia State Library in Richmond and the Arbee Company in Bernardsville, N. J. both work for individuals. Some state archives and/or

historical societies have labs and may be willing to do a limited amount of work. Below is a listing of basic readings for those who wish to gain more detailed information on the preservation, repair and restoration of paper:

I. Books, Bulletins and Pamphlets

- Armitage, F. D. *The Cause of Mildew on Books and Methods of Preservation*. London, Printing and Allied Trades Research Association, 1949. Bulletin No. 8.
- Barrow, William J. *Manuscripts and Documents: Their Deterioration and Restoration*. Charlottesville, Virginia, University of Virginia Press, 1955. Extensive detail on inks.
- Greathouse, G. A. and Wessel, C. J. *Deterioration of Materials: Causes and Preventive Techniques*. New York, Reinhold Publishing Corporation 1954.
- Langwell, William E. *The Conservation of Books and Documents*. London, Pitman, 1957.
- Minogue, Adelaide E. *The Repair and Preservation of Records*. Bulletins of National Archives, No. 5. Washington: National Archives, 1943.
- Plexiglass Ultraviolet Filtering Formulation*. Philadelphia, Rohm and Haas Company, 1963, Bulletin PL 612.
- Protecting the Library and Its Resources: A Guide to Physical Protection and Insurance*. American Library Association, Library Technology Publication No. 7. 1967.
- Protection of Records*. Boston, National Fire Protection Association, 1970. Bulletin 232.
- Waters, Campbell E. *Inks*. Washington, Government Printing Office, 1940. National Bureau of Standards Circular C 426. Section on restoration of faded inks.
- Werger, Howard Ward, and Smith, Richard D. *Deterioration and Preservation of Library Materials*. Chicago, U. of Chicago Press, 1970.
- Yabrova, R. R. "Instructions for Removal of Ink Stains and Stamping Ink Stains from Paper" *Collection of Materials on the Preservation of Library Resources*. Moscow, 1958. Translated by U. S. Department of Commerce, Office of Technical Services, Springfield, Virginia, 1964.

II. Periodicals

- Almy, L. H. "Restoration of Faded Ink Writings" *Abstract Review* September, 1958.
- Archer, H. Richard. "Display and Exhibit Cases" *Library Trends* 13:474-80, 1965.
- Banks, Paul N. "Paper Cleaning" *Restaurator*, 1:52-66. 1969.
- Barr, P. "Mildew in Libraries—Prevention and Treatment" *New Jersey Library Bulletin*, 13:123-29, 1945.
- "Care and Conservation in the Home" *Museum News*, 8(3), 1965.
- "Document Conservation in Local Repository" *Archives*, 6, 1963.
- Ellis, R. H. "Latest Information for the Private Owner and Smaller Repository" *Archives* 4, 1963.
- Grove, L. E. "Paper Deterioration—An Old Story" *College and Research Laboratories*. September, 1964.
- Jentink, R. L. "Notes on the Use of Mending Tapes on Paper" *Bulletin American Group International Institute for the Conservation of Historic and Artistic Works*, 1961.
- Minogue, A. E. "Physical Care, Repair and Protection of Manuscripts" *Library Trends*, 5:344-51, January, 1957.
- Yadow, V. L. "A Portable Fumigation Chamber for the Small Museum" *Museum News*, 44, 1966.

III. Articles in THE AMERICAN ARCHIVIST. Volume and page noted

- "Adhesive Tape, Damage From" *AA*, 16:122.
- Barrow, William J. "Black Writing Ink of the (American) Colonial Period" *AA*, 11:291-307.
- Gear, J. L. "Lamination After 30 years: Records and Prospect" *AA*, 28:293-7.
- "Insects, Damage From" *AA*, 16:377.
- "Insects, Protection From" *AA*, 1:87, 11. 214. 2:21. 3:141, 212.
- Kimberly, A. E.: "Insect and Bacterial Enemies of Archives" *AA*, 11:246-7.
- "Protection of Documents" *AA*, 1:142. 14:372. 15:280. 16:125, 181. 234. 17:110, 370. 19:122, 130, 134. 20:36.
- "Repair Methods" *AA*, 1:1, 20, 22, 51, 53, 56, 59, 66, 70, 111. 2:21, 144, 115. 3:212. 6:151. 7:202. 8:120. 9:17, 320. 10:57. 13:404. 14:176, 280, 363. 15:272. 16:118. 17:105. 19:71. 20:319, 327, 329. 25:243, 353, 26:257, 469.

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NOTES CONCERNING PLATE "C"

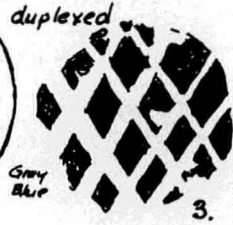
Items 1, 2 and 3 which are all on the same cover are more items of our Chicago initialed postmark story. These are part of a group of items sent us by Mr. Theron Wierenga.

Item 7 is also shown in USMP, as is noted, but with the considerable scarcity of that work, as compared to today's size of our Society, we believe that such items should be shown where applicable to the 1861 period.

The items from No. 14 on are all from the area that is now West Virginia. Many of these were from covers mailed before that state was separated from Virginia, but it was not unusual for towns in West Virginia to be still using the old handstamp for at least a couple years after statehood. Further of these Virginia-West Virginia covers and markings will be illustrated in future issues.

PLATE "C"

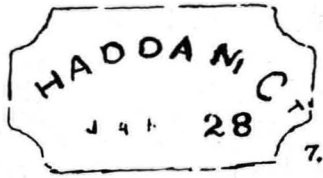
<i>Item</i>	<i>Description</i>	<i>On Scott Number</i>	<i>Submitted By</i>
1.	WEST BRANCH P. O., in gray blue, on cover with items Nos. 2 and 3.	..	Theron Wierenga
2.	CHICAGO/ R.A./OCT/26/Ill., on cover with items Nos. 1 and 3, all in gray blue. Cover addressed to Tecumseh, Mich.	..	Theron Wierenga Theron Wierenga
3.	Cork killer, in blue gray, accompanying above.	65	Theron Wierenga
4.	PAID in black, on cover from Greenville, Mich. (Listed in Linn).	65	Theron Wierenga
5.	BURR OAK/Mich., in blue, with No. 6., on cover to Illinois. Cover is patriotic, Walcott type 2364.	65	Theron Wierenga
6.	PAID in rectangular box, in blue, on same cover as item No. 5. Ties stamp. Not listed in Linn, <i>The Paid Markings on the 3c U.S. Stamp of 1861</i> , although a similar marking is listed for Napoleon, Ohio.	65	Theron Wierenga
7.	HADDAM, CT/ Date., in fancy box. Same marking listed on 1857 stamps, in Schedule A-1 of Simpson, U.S.P.M.	65	C. E. Taft
8.	Loudon Ridge, N.H./date. In black, with stamp tied by "Paid." Also see <i>Chronicle</i> No. 62, pages 70-71.	65	Dave Jarrett
9.	FORWARDED. and DUE 3 CTS, both in ovals, struck one above another (probably separate instruments). Used from Paterson, N.J., in 1862.	65	Arthur H. Bond
10.	MISSENT/AND/FORWARDED, in fancy boxes and arc, used from Frankfort, Ky., 1867.	65	Arthur H. Bond
11.	NEWTON/MASS., in oval. Used in April and May (year unknown)—two reports.	65	Dave Jarrett
12.	PASSAIC/ N J, in oval.	94	David Skowland
13.	BANNACK CITY/DYD/MONTANA, with target killer tying stamp, on cover to Onondaga County, New York, Sept. 22, 1865.	65	George J. Bernadt
14.	Harpers Ferry, Va., in M/S, tying 3c 1857 stamp, on flag patriotic.	26	Len. Persson
15.	MARTINSBURGH/D/W.V., in blue, with duplexed target killer, on cover to Bucyrus, Ohio.	65	N. L. Persson
16.	FORT CRAIG/Ms D/ N.M., on soldiers letter to California. Endorsed by 1st Lt. of 1st California Vols as soldiers letter. Sent via Denver City, "Due 10."	None	N. L. Persson
17.	FETTERMAN, VA on patriotic (Walcott not listed) "Our Army and Navy Forever" in red and blue; addressed to Oswego, N.Y.	65	D. Scott Gallagher
18.	CLARKSBURG/D/W.V., with duplexed target killer tying stamp, on patriotic cover (Walcott No. 634), addressed to New York.	65	D. S. Gallagher
19.	BUCKHANNON/D/W.V.A., addressed to Nashville, Tenn, stamp missing, or sent unpaid. (Photo sent by the late Henry A. Meyer).	..	H. A. Meyer
20.	KANAWHA, C.H./DYD/VA., (now Charleston, W.Va.), on soldier's letter, to Waterford, Pa., with M/S "Due 3." Dated 1864.	..	N. L. Persson
21.	GUYANDOTTE/D/W.V.A., written from Barboursville, W.Va., by a member of the 141st Ohio Volunteers. Addressed to Athens County, Ohio July, 1864.	65	S. D. Gallagher
22.	KANAWHA C.H./D/Va., on cover with patriotic edged back, ties 3c 1861 stamp on letter to Champaign Co., Ohio, June 20, 1862.	65	S. D. Gallagher
23.	Granville, W.Va., M/S, on cover to Tyler Co., W.Va., with pen cancelled stamp. Probably immediate post-war.	65	N. L. Persson



PAID 4.



PAID 6. Blue, not duplexed



London Ridge NH
June 16
8.



*Hearnes Cherry Va 11
July 24th*
14.



*Granville W Va
Feb 27th 1865*
23.

FANCY CANCELS – PLATE "A"

The first ten fancy whittlings in Plate "A" are mostly not identified as to town of origin. These were in a collection of fancy cancels in the hands of Mrs. Josie Stultz some months ago. Identification of any would be appreciated. However, they have been checked against Herst-Sampson, with negative results, even though some markings similar, but not identical to some of these were noted. Or, maybe we simply didn't find them. Sometimes a marking may be identified therein as a bee and we call it an insect or there may be some other reason we don't look in the right place. Which is the real problem is cataloging fancy killers.

Has anyone seen other examples of the duplexed cork grid of Washington D. C. shown as No. 13? Further reports are also desired for the rather unusual Washington killer shown as No. 18. Three of these have been reported, two with August, 1862 dates and the other on a patriotic (reported by Mr. William R. Wiess, Jr., not the same, but similar to Walcott No. 638) with matching stationery, both inscribed "27th Regiment New Jersey Volunteers Co. Mindil." The enclosed letter is datelined "Camp two miles from Washington, Oct. 30, 1862." The Washington marking (Taylor No. 46, —see *Chronicle* No. 52, page No. 84) is dated Nov. 1, 1862. The August 17 date is addressed to Maine, but there is no evidence of origin. The other August date is of August 21, 1862 and the cork killer just ties the stamp. Figure 1 shows what the Washington datestamp ties.

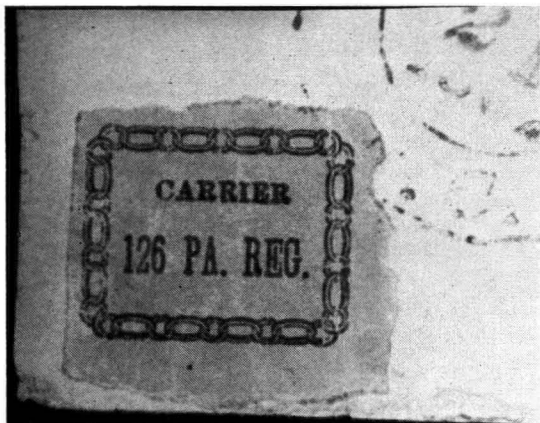


Figure 1.

This is a label, black on green paper, and is apparently a military carrier. Elliott Perry noted this item in *Pat Paragraphs* No. 35, on pages 1012 and 1013. As Perry noted, the 126th Pennsylvania was encamped in the vicinity of Washington at that time. Mr. Perry requested further information. As a result of the listing, another cover was reported, this bearing the date of August 22, 1862. No other information about the cover was reported.

From our records, we learn that the 126th Pennsylvania was organized at Harrisburg in August, 1862, departing for Washington on August 15, 1862. They were on duty in the defences of Washington until September 12, when they were transferred to Sharpsburg, Md. They were mustered out in May of 1863.

Union regiments in the vicinity of Washington received their mail through the Washington post office—this was also true of regiments a great deal further away than was the 126th Pennsylvania. Generally, all mail collections were handled at the company and battalion levels by a "regimental post boy" or "postmaster" at regimental headquarters, whose duty it was to collect and distribute mail. He took it along to higher headquarters, or, when a regiment was on detached duty, could pick up and deliver regimental mail to the Washington (or other) post office. What would be more natural for the postmaster of a newly arrived regiment than to have his own carrier stamp printed up? And, we imagine that if a fee was involved, the military authorities suppressed the labels rather speedily. And if no fee was involved, then why the labels?

Does anyone else have a cover with the 126th Pennsylvania Carrier stamp?
 The cork killer illustrated as No. 18 also apparently was not in use very long, either. Reports of other dates of usage, with origin, such as regiment, etc., would be appreciated. There is another story connected with this killer to be unravelled, and it will be presented by Mr. Weiss in a future issue of the *Chronicle*.



Plate A

PLATE A – FANCY CANCELS

Item	Description	On Scott Number	Submitted by
1.	Insect, in black. Town not known.	65	Mrs. Josephine Stultz
2.	Insect, in black. Town not known.	65	Mrs. Josephine Stultz
3.	Insect, in black. Town not known.	65	Mrs. Josephine Stultz
4.	Masonic emblem, in black. Town not known.	65	Mrs. Josephine Stultz
5.	Crossed swords(?) and "U.S." in shield. In black. Town not known.	65	Mrs. Josephine Stultz
6.	Skull and crossbones, in black. Town not known.	65	Mrs. Josephine Stultz
7.	Pumpkin face. Black. Town not known.	65	Mrs. Josephine Stultz
8.	Six pointed star, in circle, in black. Probably duplexed with New York c.d.s.	65	Mrs. Josephine Stultz
9.	U.S. in relief. Town not known.	65	Mrs. Josephine Stultz
10.	Skull and crossbones. Black. Town not known.	65	Mrs. Josephine Stultz
11.	Four pointed star. Black. Kelley's Island, Ohio.	65	Graham
12.	Heart grid, black. Cairo, Ill.	65	Douglas Lee
13.	"Waffle" grid, in circle. Black. On patriotic, Walcott 2341. Duplexed.	65	Graham
14.	"U.S.A." and ornaments, in circle. Black. Town not known.	65	W. Bornefeld
15.	"P.A." in black. Town not known.	65	W. Bornefeld
16.	"A" in shield, Black. Town not known.	65	W. Bornefeld
17.	What is it? Owner suggests Chinese symbol. Black. Town not known.	65	W. Bornefeld
18.	Black geometric, used from Washington, D.C., August 17, 1862. See text.	65	Graham
19.	Black geometric, duplexed, used from New Bern(e), N.C., 1864.	65	Gallagher
20.	Black diagonal grid killer, with large round handmade marking on cover from Beaufort, S.C.; enclosed letter dated Jan. 29, 1863.	65	Gallagher
21.	Fancy black star in circle. This is listed in USPM and elsewhere; cover confirms origin as Union Springs, New York.	65	Philip E. Baker
22.	Black waffle grid, on cover from Fairfax C.H., Va., in 1867.	65	Graham
23.	Mobile, Ala. duplex with old killer; is this "B" or "8" or something else. On patriotic in black (similar to Walcott 2356) with printed address and printed " (Soldier's Letter) .	65	Persson
24.	Black monogrammed marking on cover with U.S.SHIP/3 Cts; addressed to Boston; see text.		Henry Spelman
25.	Black two ring target killer; used July 1863 from Warnerville, N.Y. on cover to Canada.	pair 75.	Graham
26.	Columbus square grid; found in black, blue or green, 1860-63. See article in <i>Chronicle</i> No. 69. Listed in USPM, for black, only.	..	Graham

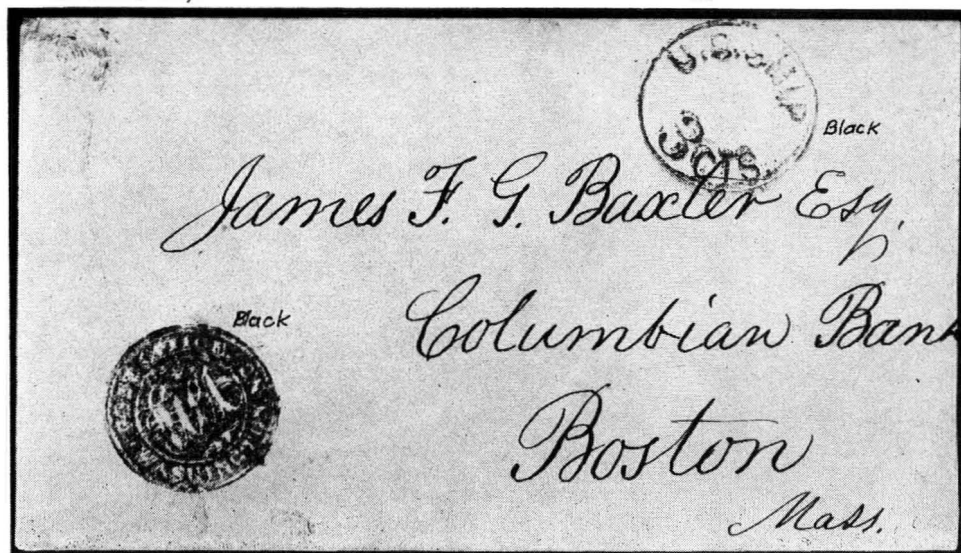


Figure 2

Item 24 of Plate "A" is of interest. The marking is probably the postmaster's seal from Washington, N.C., (an "occupation" town) and the entire cover is shown in Figure 2. Why the seal?

WATERWAYS R.P.O.'s — The Meyer Records

This issue of the *Chronicle* includes the first plate of the waterways R.P.O. markings from the records of Henry A. Meyer. Mr. Meyer's notes commented as follows:

During the 1860's, even while the Civil War was in progress, the handling of mail on railways was reorganized and gradually placed on the basis which we came to know as the Railway Mail Service. By ten years later, it was being extended to the water routes. The change-over from the route agent system to the R.P.O. system was not made overnight, nor was it made on all lines at the same time. But it was completed on July 1, 1882, on which every type of mail transportation service which required the presence of a post office employee on the vehicle or boat became a railway post office. However, many old handstamps were used until they wore out.

Collectors and writers unacquainted with either the great days of the river or railway mail system sometimes fall into the error of making statements such as, "R.P.O. in this case means 'River Post Office'." To the Post Office Department, it was immaterial whether the mail was carried aboard a train or a boat; in either case it was handled by R.P.O. personnel and therefore the office was a railway post office. It is possible to distinguish a railway R.P.O. from a steamboat or waterways R.P.O., or a railway "Agt" mark from an "Agt" mark applied aboard a steamboat only by a knowledge of the geography of the region and of the presence or absence of steamboats or railways covering the stretch of route named in the marking. The reports of the Postmaster General identify the status of many of these marks, and only a few remain uncertain.

To emphasize the point, the marking R.P.O. simply means it is a marking of the Railway Post Office branch of the Post Office Department, and does not make any reference to the actual mode of conveyance with which the particular marking was involved."

In the plates from the Meyer records which will be run in future issues of the *Chronicle*, it is presently proposed to illustrate only the 19th century markings. Mr. Meyer intended to show all such steamboat R.P.O.'s, including the seagoing offices such as New York and San Juan, Porto Rico. While it is this writer's intention to include those in the book, they will be run in other publications where they will reach an audience more interested in 20th century material than would be expected of the readership of the *Chronicle*.

DESCRIPTION OF THE MARKINGS OF PLATE XI

(All with date and "R.P.O.")

Item	Description	Date or Period
XI-1	ARK. CITY & VICKS, 26½/3 mm, black.	1881 or 1891
XI-2	BALT & CHESTER(TOWN) (Partial) 27/2½, black. With cork killer.	1891
XI-3	BALT. LEON. & WASH. (Baltimore, Leonardtown & Washington) 27½/2½, black.	1898
XI-4	BALT. & DENTON, 27/2½, black.	1896
XI-5	BALTO. & SALISBURY, 33/2½, serifed, purple.	1890
XI-6	BAYOU SARA & B.ROUGE, 28½/3½, black.	1891
XI-7	CAIRO & COL. (Columbus), 25½/3, black.	Reay envelope
XI-8	CAIRO & MEMPHIS, "NORTH", 27½/2½, black.	Not given
XI-9	CAPE CHAR & NORF. (tracing unavailable), 26½, black.	1885
XI-10	CAPE CHA . . . & NORF. (Partial), NORTH, 27½/3, black.	1889-94
XI-11	EVANS & PADUCAH, 26½/3, black.	1898
XI-12	EVANSVILLE & PADUCAH, 25½/3, black.	1893-99
XI-13	GOLD DUST & MEMP. (??), 27½/3, black.	1899
XI-14	GREENVILLE & VIC.S (Partial), 28/2, black, NORTH.	188?
XI-15	JACK & E ? ? ? ? (Partial), 26½/3½, black.	1887
XI-16	LOUIS. & EVANS, 26/3, black.	1885-6?
XI-17	KOTZEBUE SD & ST. MICHAEL (Alaska) (May be post-1900), with RMS killer, 29/3, black.	1898
XI-18	LOUIS. & EVANSVILLE, East, 27/2½-3, with cork killer duplexed, black.	1899-1900
XI-19	LOUIS. & EVANS, 27/2½, black.	1898
XI-20	MACK. CITY & DET., 27/3, black.	1887
XI-21	MEMPHIS & ARK. CITY, 27½/2½, black.	1894
XI-22	NATCHEZ & BAYOU SARA, 27/3, black.	1899
XI-23	NORFOLK & RICH., 27/3½, black.	1898



XI-1



XI-2



XI-3



XI-4



XI-5



XI-6



XI-7



XI-8



XI-10



XI-11



XI-12



XI-13



XI-14



XI-15



XI-16



XI-17



XI-18



XI-19



XI-20



XI-21



XI-22



XI-23

MAIL TO TRINIDAD RETURNED FOR POSTAGE

Mr. Murray Gottlieb sends the photo (Figure "K") of a cover originating at Savannah, Georgia on June 18, 1866, and addressed to Trinidad, British West Indies. Under the then P.L. & R. the postage should have been 10c per single letter, *prepaid* and the fact that this cover was apparently mailed at the Savannah post office *unpaid* caused the cover to be somewhat puzzling.

In the 1866 P.L. & R., Chapter XXIII, "Receiving and Forwarding Foreign Mails" under Sec. 258, it is stated "For the mails to and from the West Indies, Mexico . . . , New York, Philadelphia, Baltimore, Charleston, Savannah, New Orleans, and San Francisco, are the principal offices of despatch and receipt." The 1867 *Report of the Postmaster General*, in the terms of the new British-U.S. postal treaty, stated that mails for the British and foreign West Indies should be exchanged between New York and the British packet office at St. Thomas (West Indies). This was included in the new treaty, which was effective sometime after the date of the cover noted here. Mails between New York and other United States ports, and the various ports of call in the West Indies, and Panama had been, in 1848 when the famous Panama route between the east and west coasts

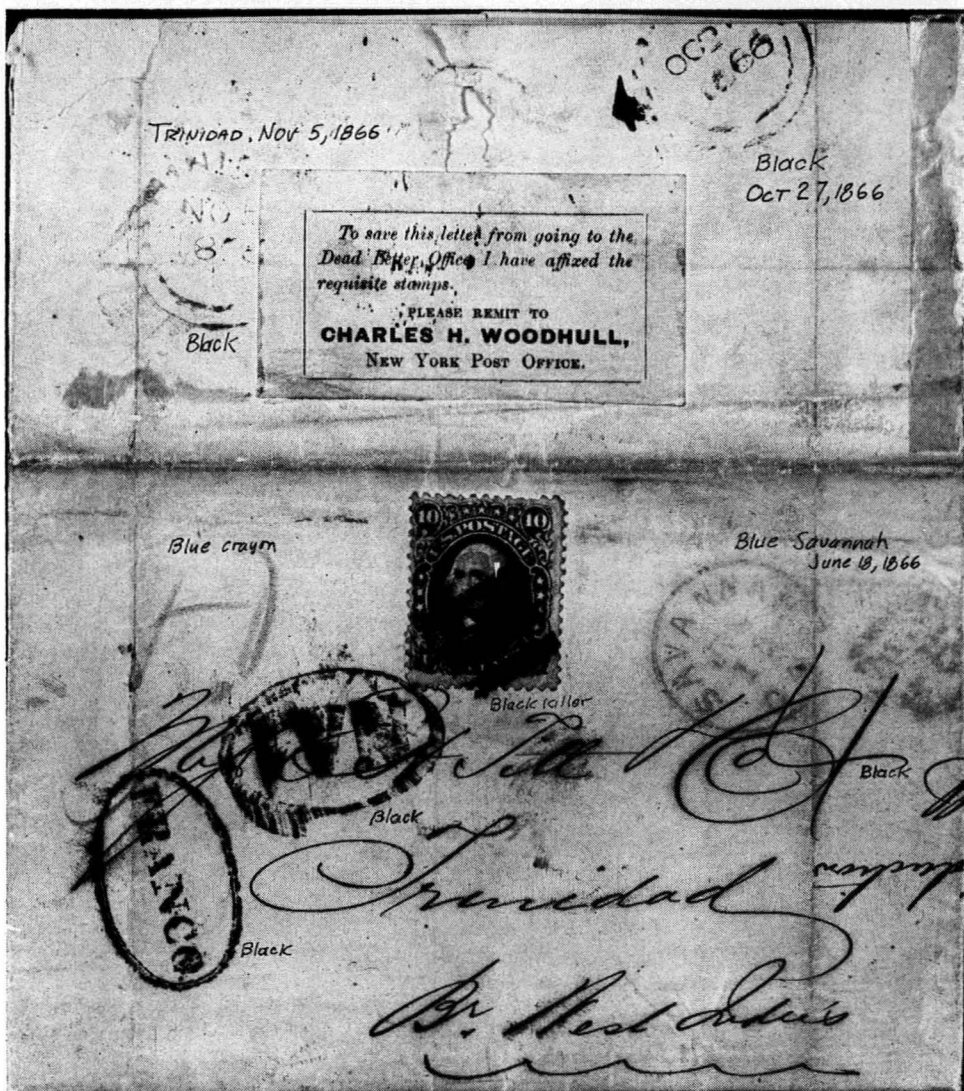


Figure K

of the U.S. was established, quite complex. The original mail contract had required that vessels were to go from New York to New Orleans by way of Charleston, Savannah, and Havana. Then, upon leaving New Orleans, they again had to call at Havana before proceeding to Chagres. This was very time consuming, so the contractors resorted to auxiliary vessels and interlocking schedules to make better time. According to Kemble in *The Panama Route, 1848-1869*, the southward bound steamers were met off the harbor with mail, etc., by chartered steamers at both Charleston and Savannah, and would then proceed to Havana. At that point, steamers from New Orleans and Chagres would also put in simultaneously. After a passenger and mail exchange, the steamer from New York would proceed to Chagres, that from New Orleans to New York and that from Chagres to New Orleans. Although the Period Editor has no positive evidence, it is believed that the California steamer route soon was shunted through the Windward Passage, and other supplementary lines set up to ply the Havana, New Orleans and Panama routes. Specific data on this subject of mails to the West Indies would be most welcome.

In any case, it is believed that the cover shown as Figure K was sent to Havana over a route from New York with stops at Charleston and Savannah, at least. The Savannah postmaster should have declined the letter or advertised it, but did not. At Havana, the U.S. Postal Agent there (Postmaster General's Reports for these years show compensation for such an agent) realized that the letter could not be transferred to the British mail system at the packet office there, so may have returned the letter to New York. This was done only after he attempted to place the cover in the Spanish mail system for transmission to Trinidad. (Does anyone know the details of any such service?) In any case, someone in the U.S. service placed a 10c stamp on the cover together with the label stating to whom remittance should be made—although this does not have to mean that Woodhull placed the stamp on the cover.

The "4" at the right hand side of the cover may be a credit to the British post office at the rate of 4 pence per single letter, which was the credit as outlined under Article 3 of the new U.S.-British postal treaty which was established a year or so after the cover in question was sent.

All the above is speculation and analysis by others in invited. Certainly, there are other possibilities. The Oct. 27 backstamp does not have to be a marking of the Trinidad post office, although we are certain it is a marking of a British post office, judging from the style. Another possibility, which might better account for the Cuban markings of "Franco" and "NA1" would be that the cover was given to the Havana post office under the mistaken idea that the "Trinidad" was the city of that name on the south coast of Cuba.

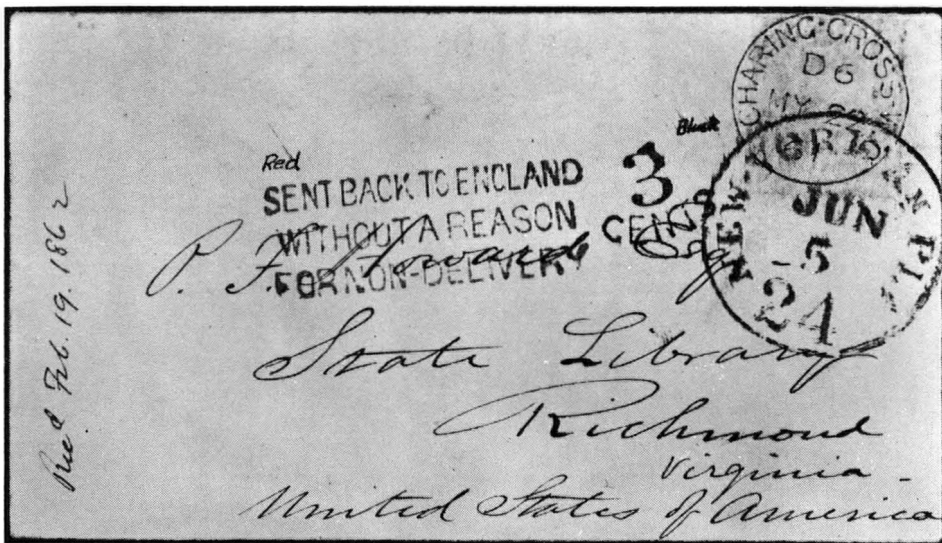
The most interesting aspect is, of course, the Woodhull label. Can any reader supply further information on this item?

SENT BACK TO ENGLAND/WITHOUT A REASON/FOR NON-DELIVERY

One of the more interesting relics of the period of the Civil War when the Federal mails to the South were discontinued, just prior to the establishment of the Confederate mail system on June 1, 1861, were the covers marked as the title of these notes. The Period Editor has recorded three such covers, all addressed to Richmond, Va., and all to different addresses. Reports of other covers would be appreciated. Two of the three covers are illustrated here, and the other was written up by both Stanley B. Ashbrook and Mr. Lawrence L. Shenfield (who owned it) at one time or another. It was illustrated by Mr. Ashbrook on page 10, of the *Emerald Book, Stamp Specialist Series*. Two of the three covers originated in Australia and the other, also shown here, originated in England. Also shown is the reason why the covers never were sent to Richmond but instead were returned to England. This is a copy of the Montgomery Blair order suspending postal services in the South, effective May 31, 1861. It will be noted that mails to Tennessee were not suspended at that time, because Tennessee had not yet then seceded. Many students believe, for reasons such as these covers demonstrate, that delivery was halted even before the 28th of May on collect mails, since the postages due might simply add to deficits. Blair,



A cover from Australia, addressed to Richmond. Arrived in New York via American Packet, being pre paid to the U. S., with 5c postage due. The date being May 28th, 1861, the letter was held in New York (we assume) rather than being sent south and was eventually returned to England. Karl Jaeger collection. Postmaster General Blair's order discontinuing mail in the South, insofar as Federal operations were concerned. Although this order says effective date was May 31, Blair later stated the date the mails were discontinued was May 28th, 1861, in a message to Congress. Karl Jaeger collection.



England to Richmond, but "Sent Back to England Without a Reason for Non-Delivery" in red. Cover totally unpaid, although there is evidence (gum residue) of there having been a stamp in the upper R.H. corner which was removed. This had to have been done before the cover reached the post office judging from the Charing Cross postal marking. In all other respects a normal collect letter. Note legend on left hand edge: "Rec'd Feb. 19, 1862." Is this a docketing of the sender in England, or was the cover returned to America in another cover and sent through the blockade? Collection of Len Persson.

in a message to Congress on July 12, said that he had discontinued mails on May 28th, 1861.

It is believed that foreign covers such as these were held for a time, and then returned to the countries from whence they were sent to the United States. The subject discussed here is the source of the statement "Sent back to England . . . etc." This writer believes this was applied to such letters by the British post office, and the reason he believes so is a recollection of seeing British covers, addressed to countries other than the United States, and which never came near the United States, with this marking. If so, then this is a type of British Dead Letter office handstamp. Can any of our British collectors supply information about this marking?



Washington, D.C. May 27 1861.

All Postal Service in the State of Virginia,
North Carolina, South Carolina, Georgia,
Florida, Alabama, Mississippi, Louisiana
Arkansas
and Texas, will be suspended from and after
the 31st instant.

Letters for Offices temporarily closed
by this order will be forwarded to the Dead
Letter Office, except those for Western
Virginia, which will be sent to Wheeling.

(Signed) M. Blair
Postmaster General

Bibliography

- Ashbrook, Stanley B., *Confederate States of America*, article in *Emerald Book, Stamp Specialist Series*, Lindquist Publications, New York, 1946.
Graham, R. B., *North-South Mail Ends*, article in *S.P.A. Journal*, November, 1963. Pub. Society of Philatelic Americans.

POST 1863 WAY LETTERS

Over the years, a good many covers have been noted with either 5c prepaid ship letter fee or an apparent way letter usage. Both these rates were abolished by the Postal Act of 1863, which provided for double postage on ship letters, and totally abolished the WAY letter fee. So why the continuing usages after that date?

Mr. Clifford Friend recently gave us an opportunity to search through an 1866 P.L. & R. In the very front, appears a note which may partially explain many seeming confusions in the regulations in the immediate post-war years, as follows:

This compilation of the Postal Laws is the first that has been made since 1859. During the last six years there has been much legislation by Congress, that appears to have intended to cover or supply provisions of laws previously enacted; but it has not been deemed safe to omit any laws or sections that have not been positively repealed or supplied by later enactments. WASHINGTON, D.C., March 1, 1866.

J.A.W.

"J.A.W." are the initials of the compiler of the 1866 P.L. & R., one Joseph A. Ware.

Section #165 provided that ship postages were to continue at double postage, but the fact that 2c per ship letter was still *paid out* to masters of vessels may have confused some postmasters. However, the situation was entirely different for way letters, which were mentioned under Chapter XLI of the "Regulations", as follows:

WAY LETTERS, ROUTE AGENTS, LOCAL AGENTS,
AND MAIL MESSENGERS.

SEC. 468. Way letters are such letters as a mail-carrier receives on his way between two post offices. The carrier will deliver them to the first post office at which he arrives. The postmaster will rate them with postage, writing against the rate the word "Way."

It should be noted that the chapter of the Regulations on rates did not mention way letters. Yet, here we have the statement, "The postmaster will rate them with postage . . .", but nothing says how much. It also should be noted that the Postal Laws portion of the 1866 P.L. & R. does not authorize way letters; in fact it does not mention them. Consequently, it seems quite understandable that postmasters would continue to pay out and charge way fees.

REVISED "KLEIN BOOK" AND MINNESOTA TERRITORIALS

Mr. Floyd Risvold had advised that he and his committee are now ready to make a final drive to complete the revised *United States Waterway Packetmarks, 1832-1899*, which lists, as the book's subtitle notes, "Handstamped and Printed Names of Mail Carrying Steamboats on the *United States of America Inland and Coastal Waters*. Which is to say, the book lists steamboat pursers' marks and corner cards. These should not be confused with route agents' markings, which were to have been the subject of another book partially completed by the late Mr. Henry A. Meyer. Plates of markings for the latter book have been appearing in the *Chronicle* and those markings represent official postal markings. The purser's markings are distinctly not postal in nature, although some of them mention that a packet is a mail packet or part of a mail line.

The "Klein" book—written by the late Eugene Klein—was published in 1940, with two later supplements. The late Henry A. Meyer, together with Mrs. Delores Hertz, daughter of Eugene Klein, had been accumulating additional listings for many years, and intended to reissue the book.

Would any reader of the *Chronicle* who has purser's packetmarkings of this nature, which he believes were never submitted to Mr. Meyer please send a Xerox of the item to Mr. Risvold to be checked with the lists?

Mr. Risvold is also working on a book concerning Minnesota territorial markings, and would any reader with previously unlisted Minnesota Territorial items please advise Mr. Risvold. Mr. Risvold may be reached at 9321 Bloomington Freeway, Minneapolis, Minn. 55420.

DO YOU WANT TO BUY, SELL, OR SWAP?

Try a "Classified" advertisement in *The Chronicle*. Send your copy to the advertising manager, Mr. Clifford L. Friend, 8081 Aquadale Drive, Boardman, Ohio 44512.

Remit at the rate of 50c per line (40 letters or spaces) when you send your copy. Deadline, June 15, 1971 for next issue.

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

1 — General

Through the courtesy of Judson Germon we present the following interesting article from Niles' National Register—Washington City—May 19, 1838:

"New Mail Arrangement—Mail cars, constructed under the directions of the post office department, are now running on the railroads between Washington and Philadelphia. They contain two apartments; one appropriated to the accommodation of the great mails; and the other to the way mails, and a post office agent. The latter apartment is fitted up with boxes, labelled with the names of all the small offices on or near the railroad lines. It has also a letter-box in front, into which letters may be put up to the moment of starting the cars, and any where on the road.

The agent of the post office department attends the mail from the post offices at the ends of the route, and sees it safely deposited in his car. As soon as the cars start, he opens the letter-box and takes out all the letters, marking them so as to designate the place where they are put in. He then opens the way mail bag, and distributes its contents into the several boxes. As the cars approach a post office, the agent takes out the contents of the proper box and puts them into a pouch. The engineer slackens the speed of the train, and the agent hands the pouch to the postmaster, or the carrier, who stands beside the track to take it, receiving from him, at the same time, another pouch, with the matter to be sent from that office. This the agent immediately opens, and distributes its contents into the proper boxes. Having supplied thus all the way offices, the agent, when arrived at the end of the route, sees the mail safely delivered into the post office.

The mail leaves Washington at 6 o'clock A.M. All letter writers should, if possible, put their letters into the post office the preceding evening. The letter-box at the cars will not be open until after 5 o'clock in the morning. It is not a post office; and letters will not be received at it while the post office is open. Its object is to allow all persons, until the last moment before departure, to send letters by mail, even although the mail has been closed at the post office, and even placed in the car.

The letter-box will be open after the mail closes in the post office at Baltimore, and all intermediate points. Philadelphia cannot at present enjoy its advantages fully, because the cars do not run into the city.

In this arrangement, the post office department has sought to give the greatest security to the mails, and to afford the community the best possible accommodation. Well executed, the plan must be almost the perfection of mail arrangements. It is intended, when it can be conveniently done, to extend a similar arrangement through to New York".

2 — Remele Catalog—Addenda

On page 104 of the Remele Catalog it is stated concerning marking N 8-31½ mm. New London, W. & P.R.R.—"the ultramarine listing is from Dr. Chase's records as I have never seen an example in that color". Your editor has acquired a cover which is probably the item mentioned. It is a good bluish-green strike dated Apr. 20 on an 1852 cover from Rockland Mill to South Windham. Rate 5 in bluish-green.

* * *

Mr. William Wyer has reported three covers of interest which should be noted for the record:

(a) Washington Railroad—Remele Wla—in a new color—black. Stampless cover to Washington D.C. No date or back address.



2-B-1



2-C-1



24-M-1



24-N-1



24-O-1

69m R.R. March 7

25-L-1

u & d Greenfield R.R. July 18

5



35-P-1

40-H-1



40-S-3



41-S-3c



41-S-16



50-D-3



54-C-2



55-F-1



60-C-1



70-T-1



80-L-1



Plate XXI 88-G-1



110-C-1

- (b) Wstrn. & Atlantic R.R. Ga.—Remele W4-a—in red on an 1849 cover with 5c 1847, not tied, to Dalton, Ga. See *Chronicle* 47.
- (c) Balto. & Susqh. R.R.—Remele B3-a—in dark brown—on 5c 1847 cover, not tied, from Wrightsville, Pa. to Baltimore, Md. Jan. 29, 1850. Also has rate 5 and Paid.

3—Towel-Meyer Catalog—Addenda

Through the courtesy of Messrs. Call, Fingerhood, Germon, Haas, Leet, Sampson, Waite, Walton, Edward Willard and Wyer we bring you the following new items:

80-I-1—New date of use—1879
274-S-10 a -Add WYD 1861.

PLATE XXI

- 2-B-1: 27 black, 1875 (Abbott & Bangor) . 15
2-C-1: 26½ magenta, WYD 1880. 12
24-M-1: 25 black, Banknote (St. Albans & Boston) 5
24-N-1: 25½ black, Banknote (Boston & St. Albans) 8
24-O-1: 26½ black, Banknote (Boston and Franklin) 2
25-L-1: Manuscript, 1853. Concord & Montreal R.R. 10
35-P-1: Manuscript, 1847. New Haven & Greenfield R.R. 12
40-H-1: 25½ blue, Banknote (Rutland & Bennington) 8
40-S-3: D.Oval 31-22 x 23½-14½ blue, WYD 1869 (Bennington & Rutland R.R.) 8
41-S-3c: D.Oval 31½-22½ x 22½-13½ blue, WYD 187-. 8
41-S-16: Oval 30 x 23 black, WYD 1863 (Rutland & Burlington) 20
50-D-3: 26½ black, Banknote (Boston & Maine) 2
54-C-2: 29 black, 1863 (Providence, Hartford & Fishkill) 15
55-F-1: 25½ black, Banknote (Boston and Orleans) 3
60-C-1: 25 black, Banknote, negative W killer (Athol & Enfield) 14
70-T-1: 25½ black, Banknote (New Haven & New York) 3
80-L-1: 25½ black, 1878 (Springfield & New York) 3
88-G-1: D.Circle 31-28½ black, WYD 1880. Negative star in circle killer. (Pittsfield and Bridgeport) 8
110-C-1: D.Circle 26½-17½ magenta (Poughkeepsie, Hartford & Boston) 18

PLATE XXII

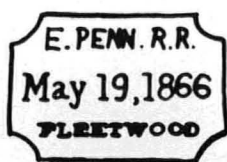
- 112-K-1: 26 black, Banknote (Greenport & New York) 3
Catalog Route 124: New York-Stony Point, N.Y. New Jersey & New York R.R.
Route Agents: New York-Stony Point, N.Y. 1879, 1881, 1882, 1883-1 Agent (43 miles)
Markings: 124-A-1: 26½ black, WYD 1887 (Stony Point & New York) 10
183-S-1: Octagonal Rounded Box -28 x 19, black, WYD 1866 (East Pennsylvania) 18
183-S-2: Shield, black, WYD 1869, Partial (East Pennsylvania) 15
192-D-1: 27½ black, WYD 1880 (Williamsport & Port Clinton) 5
193-E-1: 25½ blue, Eighties (Canandaigua & Williamsport) 4
203-D-3: Manuscript, 1853, Pennsylvania R.R. 5
203-I-6: Open circle, black, 1880 (New York & Pittsburgh W.Div.) T.N. 2
203-K-1: Open circle, black, Eighties (New York & Pittsburgh-West) 4
211-B-1: 26½ black, Banknote (Huntington & Cumberland) 6
215-E-1: 25½ black, Banknote (Corry & Oil City) 7
219-B-1: 27½ black, Eighties (Branch Junction & Pittsburgh) 4
Catalog Route 220—Indiana-Branch Junction, Pa. West Penn Division, Pennsylvania R.R.
Route Agents: Indiana-Blairsville, Pa. 1881-1 Agent
Indiana-Branch Junction, Pa. 1882, 1883-1 Clerk
Markings: 220-A-1: 27 black, WYD 1885, Partial (Blairsville & Indiana) 8
226-B-1: 27 black, WYD 1884 (Meadville and Oil City) 7
Catalog Route 234: Rockwood-Johnston, Pa. S. & C. Branch, Baltimore & Ohio RR
Route Agents: Rockwood-Johnstown, Pa. 1882, 1883-1 Clerk (45 miles)
Markings: 234-A-1: 27 black, WYD 1889 (Johnstown & Rockwood) 5
238-B-4: 27 black, WYD 1886 (New York & Washington Night Line) 1
238-G-3: 25½ black, Banknote (New York & Washington) 2
238-J-1: 26½ black, WYD 1886 (New York & Washington Day) 1
241-G-1: 28 black, 1865 (Raritan & Delaware Bay) 25
Catalog Route 253: Greenwood Lake-New York, N.Y. New York & Greenwood Lake R.R.
Route Agents: Greenwood Lake-New York, N.Y. 1882, 1883-1 Clerk (48 miles)
Markings: 253-A-1 26½ black, WYD 1887. 4
273-E-1: 27 black, WYD 1886 (Baltimore & Lexington) 1
273-S-3: D.Oval 28½-20½ x 22½-14 blue, WYD 1883. Complete tracing.
273-S-10: D.Oval 32½-22½ x 24½-14½ blue, WYD 1881 (Baltimore & Ohio-Harper's Ferry & Valley Branch) 15



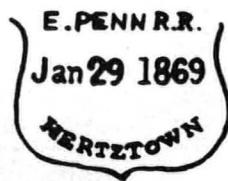
112-K-1



124-A-1



183-S-1



183-S-2



192-D-1



193-E-1

*Penn and PA
Sept 14 1853*

203-D-3



203-I-6



203-K-1



211-B-1



215-E-1



219-B-1



220-A-1



226-B-1



234-A-1



238-B-4



238-G-3



238-J-1



241-G-1



253-A-1



273-E-1 Plate XXII



273-S-10

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

A RARE 5c COVER TO FRANCE

On 23 July 1849 the rate collected in France on letters from the United States, via England, became 15 decimes (1 franc, 50 centimes) per 7½ grams. Until 1 September 1851 covers under this rate bore a French due marking of 15 (or multiple thereof) and a rectangular marking applied at London in orange-red ink inscribed "COLONIES &/ART. 13." This rate and these markings were applied to all letters from the United States addressed to France, via England, whether they were conveyed by an American or a British packet. On 1 September 1851 the rate collected in France on letters from the United States conveyed to England by American packet became 8 decimes (80 centimes) per 7½ grams, but the rate by British packet remained at 15 decimes. At this same time the "COLONIES &/ART. 13" marking ceased to be applied to letters from the United States addressed to France, via England. Replacing the "COLONIES" marking were four double circle markings inscribed "ETATS-UNIS PAQ AM. A./PARIS" and "ETATS-UNIS PAQ BRIT./PARIS" which were applied in orange-red; "ETATS-UNIS PAQ AM./B.A. CALAIS" and "ETATS-UNIS PAQ BRIT./B.A. CALAIS" which were applied in black. On 1 December 1851 the rate collected in France on letters from the United States conveyed by British packet became 13 decimes (1 franc, 30 centimes).¹

While there are a number of covers from the United States addressed to France which bear stamps of the 1847 issue, a French due marking of 15 (or multiple thereof) and a "COLONIES" marking, no cover has been seen by this editor that bears the above markings and stamps of the 1851 issue. Since the stamps were issued on 1 July 1851 and the "COLONIES" marking was abandoned by London on 1 September 1851, there were only seven trips by the Cunard line, four by the Collins line, and two by the Ocean line upon which this combination of stamps and markings could have occurred. While a total of thirteen trips may seem to be a large number, it must be borne in mind that a very small percentage of the covers that once existed have been preserved to us, and that, at that time, it was not customary to prepay foreign rates by postage stamp. If

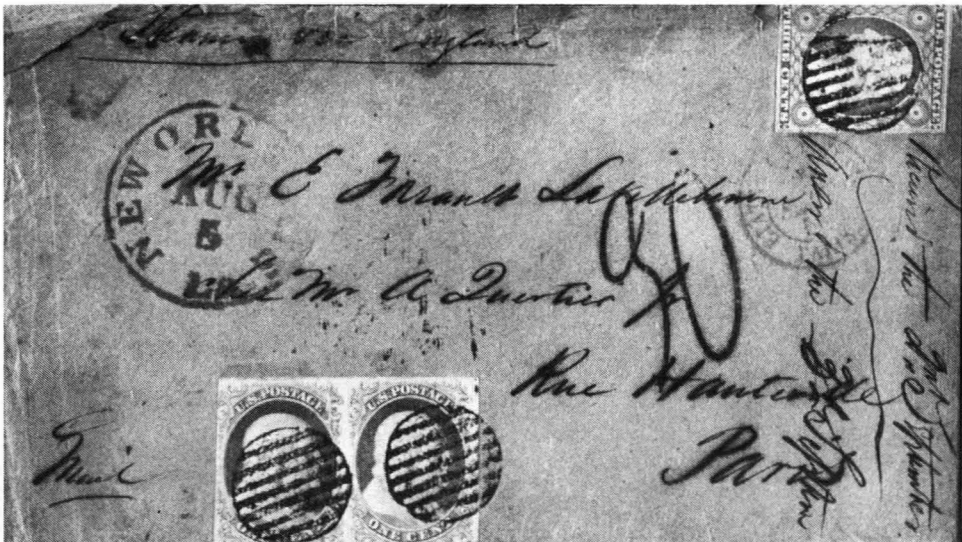


Figure 1.

The markings on this cover could occur only between 1 September and 1 January 1851. This editor knows of only one other cover that shows them.

any collector who reads this article has such a cover, would he please report it to this editor.

From 1 September to 1 December 1851 letters posted in the United States addressed to France and conveyed to England by British packets were rated in France at 15 decimes per 7½ grams, but do not bear a "COLONIES" marking. Instead, they bear one of the two "PAQ BRIT." double circle marking described above. It will be noted that there was only a three months period during which this combination of markings could occur.² During this period the Cunard line made thirteen trips between Boston or New York to Liverpool.

The cover illustrated as Figure 1 was reported by W. Newton Landis, RA 332. It bears a 3c orange brown and a pair of 1c, type II of plate I of the 1851 issue. Posted in New Orleans on 5 August 1851, it was sent to New York, whence it was forwarded to Liverpool by R.M.S. *Niagara* on 13 August 1851. It bears on its reverse a circular marking of the London office inscribed "JE/31 AU 31/1851" applied in orange-red ink, which indicates that it was forwarded to France on 31 August 1851. The Paris office marked it with a double circle "ETATS-UNIS PAQ. BRIT./PARIS" marking bearing the date of 2 September 1851, also applied in orange-red ink. This represents the first use of this marking, and it was also in the first mail to which the "COLONIES" marking was not applied. It shows a double rate collection in France of 30 decimes, which indicates that the letter weighed over 7½ grams, but not over one-half ounce in New Orleans. This editor knows of only one other cover prepaid by stamps of the 1851 issue that shows a collection in France of 15 decimes (or multiple thereof), without a "COLONIES" marking, and bearing a double circle French exchange office marking.

Footnotes

¹ Hargest, George E., "History of Letter Post Communication Between the United States and Europe, 1845-1875, pp. 44-45.

² *Ibid.*, pp. 41 and 45.

NEW LIGHT ON THE OPERATION OF THE DOCKSIDE OFFICES

GEORGE E. HARGEST

The cover illustrated as Figure 2 is interesting and rare. Addressed to Amsterdam, it is endorsed "Per Mosel" and prepaid with two 10 cent (Continental) stamps issued in 1873. *Mosel* was a steamer of the North German Lloyd, and, according to the *Official Postal Guide* for October, 1874, the steamers



Figure 2.

In May 1874 the only published rate to the Netherlands was a 10 cent rate by direct closed mail, via England. Letters by this route bear no British markings. Although existing U.S.-British conventions provided a 10 cent rate by British mail, regulations did not authorize its use. The markings on this cover, however, indicate that the dockside office sent it in a supplementary British mail, i.e., by an unauthorized route, at an unannounced "phantom" rate.

of this line sailed every Saturday from New York for Southampton and Bremen, conveying mail for "Germany, direct, the Continent *via* England and *via* Germany." This letter was taken to the dockside office of the North German Lloyd in New York and posted in the supplementary mail.

The *Official Postal Guide for October 1874* gives the rates to the Netherlands (Holland) as 6c per half-ounce, direct, and 10c per half-ounce, closed mail, *via* England. The table of postages to foreign countries published in the May 1874 issue of the *U.S. Mail and Post Office Assistant* shows the rate only as "101," the asterisk indicating optional prepayment and the 1 indicated a fine on insufficiently paid or unpaid letters. This was the rate prescribed by the additional articles to the U.S.-Netherlands convention which became effective on 1 February 1870.¹ This convention provided that mail be sent as "closed" mail through England and Belgium. The additional articles providing for the "direct" rate were not signed at Washington until 14 September and became effective on 1 October 1874.² From 1 January 1868 to 1 February 1870 there was but one published rate to the Netherlands. This was a 15 cent rate established by the U.S.-Netherlands convention of 26 September 1867, effective on 1 January 1868, to be sent in closed bags from the exchange offices of New York or Boston directly to the travelling Dutch office at Moerdyk, where the bags were to be opened for the first time. Fines were imposed upon unpaid or insufficiently paid letters. On 1 February 1870 the rate was reduced to 10 cents, but other mail arrangements remained as before.

There was another rate established to the Netherlands by postal convention that was never published to postmasters or to the public and was unannounced by the U.S. postmaster General. This was a British mail rate established by the detailed regulations to the U.S.-British convention of 7-24 November 1868, effective 1 January 1869,³ which provided that the U.S. Post Office pay the British Post Office 6 cents per 15 grams for prepaid letters sent from the United States, and 8 cents per half ounce for unpaid letters sent from Holland and forwarded by the British Post Office. It will be noted that there were separate rates for unpaid letters, rather than fines. During 1869, the U.S. inland and sea postage on such letters was 10 cents, which was retained by the United States. Thus, during 1869 a letter sent by this route would show a 16 cent rate and a 6 cent credit to England, and would bear a British postmark. On 1 January 1870 the U.S. inland and sea postage on such letters became 4 cents, but the transit postage on such letters was 10 cents, which was retained by the United States.



Figure 3.

This cover was sent in the direct closed mail, *via* England under the U.S.-Netherlands convention. It bears only a NEW YORK PAID ALL/BR. TRANSIT marking and no British marking.

and 1 July 1875, a letter sent by this route would show a prepayment of 10 cents and a 6 cent credit to England, and would bear a British postmark. By coincidence, this British mail rate became the same as the U.S.-Netherlands direct closed mail rate *via* England after 1 February 1870.

The cover illustrated as Figure 3 was reported by Dr. Robert Wasserman, RA 383, of Brussels, Belgium, a number of years ago. Until now, this editor has not had occasion to use it. It is a double-rate cover prepaid with two 15 cent, type II, stamps of the 1869 issue, and the fact that it was a double rate is indicated by the two "2" manuscript markings at upper left, one applied in New York and one in the Netherlands. It bears a "NEW YORK PAID ALL/BR. TRANSIT" marking dated 28 December, a Tuesday. It is endorsed "per Hamburg Steamer," and in 1869 the steamers of the Hamburg-American line sailed from New York on Tuesdays. It probably bears on its reverse a Dutch receiving mark. This cover was sent in the U.S.-Netherlands closed mail direct to the Netherlands and does not bear a British marking.

Covers sent in the U.S.-Netherlands closed mail direct to the Netherlands in 1874 show a prepayment of 10 cents, a New York or Boston marking inscribed "PAID ALL," and a Dutch receiving mark on their reverse. They show no British marking.

Returning to the cover illustrated as Figure 2. This cover shows a New York supplementary mail marking, type D, a boxed "P.D." marking of the dockside office, the 10 cent stamps are cancelled with a New York Foreign Mail killer (Van Vlissingen & Waud, W2) applied in red, and a red crayon "6" all of which were applied at the dockside office. The cover also bears a circular "LONDON/B/PAID/A/27 MY 74" and a "PD" in circle marking applied in red at the London office. On the reverse is a double circle "AMSTERDAM/28/MEI/74/12M-4A" marking applied in black. The credit of "6" and the London markings clearly show that this cover was sent in the British mail. The letter bears double postage required on letters sent in the New York supplementary mail. Why would the dockside office send this letter by an unauthorized route at an unpublished and unannounced rate, in other words, at a "phantom" rate? The answer to this question may rest upon the small manuscript "5" which was lightly written in red crayon at upper left. It is not unlikely that the dockside offices kept a tally of letters received addressed to countries to which the number was usually not large. This was evidently the fifth letter addressed to the Netherlands received.

The dockside office always had to work speedily. If there were only a few letters addressed to the Netherlands, it would require far less time to include them in the British mail bag with an entry on the British mail letter-bill, than it would to open a new bag and a new letter-bill for Netherlands mail. Whatever reason the dockside office may have had, this letter was sent in the British mail, and, to date, is the only letter sent in the British mail addressed to the Netherlands that this editor has noted.

Footnotes

¹ Hargest, George E., "History of Letter Post Communication Between the United States and Europe, 1845-1875, p. 165.

² Annual Report of the Postmaster General, 1874, p. 17.

³ *British and Foreign State Papers*, vol. 58, p. 87; 16 Statutes-at-Large 861.

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 69

The cover in the February issue was addressed to Fayetteville, North Carolina, and correctly prepaid 1/- sterling or 24 cents at the treaty rate for mail between Great Britain and the United States. It was carried on the Cunard liner "Canada," which sailed from Liverpool December 13, 1851 and arrived at Boston on December 27.

In the normal course of events the letter should have been handled by the Liverpool exchange office as a paid letter to the United States and struck with the familiar "5/CENTS" in red to indicate the portion of the rate to be credited to the United States. It should then have been deposited in the bag provided for the U. S. mails.

By accident or error the letter got into the wrong bag. A clerk may have been careless in sorting the mail, or mistaken in reading the address, or simply ignorant of the whereabouts of North Carolina (no country is designated in the address). In any event, this cover went into the bag for the Provinces of Canada. The same Cunard steamships which brought "British packet" mails for the United States carried two classes of mail for British North America. Some mails—largely those for the maritime provinces—were put off at Halifax, Nova Scotia. The postage by this route was 1/- stg. per ½ oz. letter. A closed mail, chiefly addressed to Upper and Lower Canada, was landed at New York or Boston and transported overland through the United States to Montreal. The charge by this route, since a transit fee to the United States was involved, was ½ stg. or ¼ cy.

At this period the great majority of transatlantic letters to British North America were sent collect, but those letters which were prepaid were quite often paid, whether by stamp or cash, only 1/- stg., and were therefore 2d stg. short. This practice was frequent enough that at least three different types of handstamps were prepared to rate the deficient postage. Since the equivalent of 2d stg. was 2½d in Canadian money, the amount expressed on these instruments was 2½d currency.

Montreal was the receiving and distribution office for the transatlantic closed mail via the United States, and the "2½d Currency" marking was probably struck there. This handstamp had been in use since January 1850, and probably earlier, since a "¼ Currency" due marking in the same style is recorded from 1844. A clerk, observing the 1/- British postage stamp, would rate the deficient postage more or less automatically before noticing the address. The fact that no Canadian postmark appears anywhere on the cover indicates that the error was quickly recognized and the letter put directly into the Montreal-New York City through mail bag. The correct procedure would most likely have been first to cross out the 2½d marking; or even to enclose the letter to the New York City Postmaster under separate cover. The Montreal clerk may have thought that the obviousness of the error made such action unnecessary.

The letter returned to the United States by closed bag to the New York City Post Office and was rated 10c due in black as if it were an unpaid letter of Canadian origin. The 10 in circle handstamp had been used extensively in red to rate U. S. postage due from the lines to New York prior to April 6, 1851, and thereafter was used in black to show the whole rate of 10c due on unpaid letters. Whether this marking was struck inattentively or deliberately is not clear. The omission (intentional, I believe) by the Montreal Post Office of the exchange marking "CANADA" and the rate should have alerted the New York City Post Office that unusual circumstances were involved. As far as I can determine, there was no provision in the regulations to guide either post office in handling the letter.

The letter must eventually have reached its destination, and an attempt

was probably made to collect 10c from the addressee. Although the U. S. Post office presumably stood to lose 5c credit in its accounts with Great Britain, it was still not justified in collecting from the addressee. The letter had been fully prepaid by the writer and the original error was the responsibility of the British Post Office. It is encouraging to hope that that long-ago Charles in Fayetteville knew his rights and stood up for them.

Thanks to Les Downing for his help with some aspects of the problem. Solutions were received from Creighton Hart and George Bernadt, who made a very thorough and well-informed analysis of all the elements of the puzzle.

PROBLEM COVER FOR THIS ISSUE



Figure 1.
One of the Miss E. E. Turner envelopes with the 5c stamps attractively arranged one upon the other and lightly cancelled with the red "St. Louis" town postmarks, the abbreviated "St".

A little late, but, as *American Heritage* says, "before the colors fade," the Cover Corner presents a cover that is a "combination" by anyone's definition. The current problem cover is from the collection of H. Leon Aussprung Jr. It is a 3c envelope (Scott's U10) which originated at Huntsville, Ala., on Valentine's Day. To the immediate left of the envelope stamp is a 3c 1857; these two are cancelled by a blue postmark reading: "HUNTSVILLE Ala. FEB 14 1858." At the center top of the cover are another copy of the 3c 1857 and one copy of the 1c 1857 cancelled and tied by a blue "HUNTSVILLE Ala. Feb 15 1858." A second strike of this postmark appears at the extreme right. Beneath the second 3c 1857—one end barely visible beside the "I" of "HUNTSVILLE"—is a blue lozenge shaped "HELD FOR POSTAGE" (Simpson Schedule A-27, c. 6). At the extreme left is a strip of three of the 1c 1851, type II, pencancelled.

What happened to this letter? Why are the different stamps on it? What is the reason for the various markings? These questions are not particularly difficult, but the cover is certainly a very attractive and interesting one, and a fine example of the application of some important postal regulations.

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