

X

The
Chronicle
of the U.S. Classic Postal Issues

August, 1971

Volume 23, No. 3

Whole No. 71

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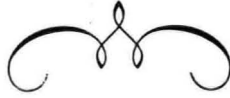
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Classified Advertising

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.



NOTICE TO ALL MEMBERS

A questionnaire entitled "Survey of U.S. Stamp Collectors" has apparently been sent to all members of USPCS, with a covering letter advising the compiled information would be submitted to the *Chronicle* for publication.

The editors of the *Chronicle* wish to advise they were not notified of this undertaking prior to receipt of the questionnaire. As a matter of long-term policy, data of this nature has not usually been published in the *Chronicle*, which is centered on the technicalities of the stamps and their postal history rather than on the socio-economic aspects of stamp collecting.

Neither the Officers nor the Board of Directors were asked for approval of this undertaking.

The questionnaires, when completely filled out, contain information including the details, scope and value of the members' personal collections, together with their names and addresses. Members filling out the questionnaires with such information do so at their own risk. The editors of the *Chronicle* and the officers and members of the Board of Directors of USPCS bear no responsibility for any unfavorable occurrences arising from the release of such information.



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

THE "KNAPP SHIFT" AS TOLD TO ME BY ELLIOTT PERRY
CREIGHTON C. HART

Ever since Elliott Perry successfully plated¹ the 10c 1847 stamp in 1923, collectors have given special attention to plate varieties which include double transfers, short transfers, plate scratches, re-engraved lines and other constant markings. Of all the various plate varieties none is more conspicuous than position 31R (Figure 1). Here the doubling in "Post Office" is clearly evident even to the non-collector. There is nothing special about position 23L, yet this position is the subject of this article. One stamp from position 23L has a much larger and more distinct doubling of "Post Office" than does 31R and this stamp is known as the "Knapp shift" (Figure 2). The diagrams in Figures 3 and 4 show the lines involved and the areas in which doubling occurs.

Of course, there are many copies known of 31R all with the same double transfer. There is only one copy of 23L with the even larger doubling in "Post Office"; none of the other examples of 23L have this doubling. Something mysterious happened to this one 23L that at first glance seems to make it more desirable than 31R. Edward Knapp first brought this stamp to the attention of philatelists in the late 1930's. Knapp was a respected, knowledgeable collector and this particular stamp has been known ever since then as the "Knapp shift".

The Knapp stamp created quite a sensation for a few years. Specialists were asking, "Is the Knapp stamp a genuine plate variety or is the doubling painted in to fool collectors?" "If it is genuine had Elliott Perry incorrectly plated the ten cent stamp?" "If it is a paint job who did it?" "What can it be if it's not a paint job?" "Where did it come from?"

Elliott's opinions about the Knapp stamp are here presented for the first time in the philatelic press. Because of his successful plating of the 10c stamp, he has more experience with plate and ink varieties of this stamp than any other professional or collector. For this reason his statements deserve special consideration. Although I have never seen the actual stamp it is my privilege to publish Perry's conclusions in the *Chronicle* for the benefit of our members.

This article has been read by Perry before publication, and on February 22, 1971, he wrote me, "I approve of your article and you may say I do. Nothing has happened to change my opinion as expressed in my letters to you."

What Perry has written me about the Knapp stamp are his conclusions after giving the "double transfer (or shift) on a copper plate" theory, and the "off-set from a slip sheet" possibility, his considerate thoughts for many years. In addition to his letters Perry sent me three blue prints of the 10c 1847 stamp made by Stanley B. Ashbrook and with Ashbrook's line drawings and comments on the prints. These are included as part of this article.

Here are several paragraphs from Perry's letters which I have consolidated to make one continuous revelation.²

"Somewhere a stranger came to me and told me Knapp had purchased the 'shift' stamp from him. I think his name was Albertus or Altertus. I have not seen or heard of him since but suppose he was a dealer in New York—or had been. He did not give me the idea that Knapp had paid a fancy price for an unknown rarity. Probably this is the first time I have told this to anyone.

"Frank Sweet was one of the first to whom Knapp showed the stamp. He immediately pronounced it to be a paint job and to the best of my knowledge, never changed his mind.

"I agree with Frank Sweet and with you at this writing. One thing I have always been certain about—there was no such shift on the 10c 1847 plate at any time. And that all the blah-blah about copper plates

was for one object—to validate the Knapp shift. If genuine it had to come from a copper plate.

“Knapp showed his ‘shift’ 10c 1847 to some American Bank Note Co. fellows at the 1936 International—or 1926. They were the chief of the transferring Dept. and the operator of a transfer press. They were told ‘the truth and nothing but the truth’—but not ‘the whole truth’. They were not told about other 10c (stamps) from the same plate position on which no trace of a shift appeared. I lost a 50c bet with Eddie Stern—and paid it.

“When I showed the copies which had no duplication of the 10c design A.B.N. Co. men said ‘Oh, the Knapp copy has an offset from a slip sheet’. They told me that the offset lines could not be distinguished from the original lines of the engraving. Meaning that they would be raised from the surface of the paper, and possibly depressed on the back, as is common with intaglio lines.

“I cannot say whether a ‘paint job’ could be distinguished from the lines of an offset, and think it would probably depend upon the thickness of whatever was used to make the paint job. By a bit of experimenting with india ink, or some other matter, you may be able to determine if painted lines can be made indistinguishable from offset or from intaglio lines.

“I have been inclined to believe that Frank Sweet was right—that the shift was a paint job. I was—and still am—confident that it was not a shift on a plate, caused by two differing positions of a transfer roll. I did not—and do not—believe it to be a kiss. With all respect to the knowledge, experience and ability of the A.B.N. fellows, there are facts about the Knapp stamp which, in my opinion, agree better with ‘paint job’ than they do with ‘offset’.

“The American Bank Note fellows treated me fine and I was not willing to have them pestered. That is why I refused to say where my info came from or mention ‘slipsheet’. Stan *et al* could have found about slip sheet offsets as easily as I did. All the arguments about copper plates and kiss impressions were intended, in my opinion, for one and the same purpose—to validate the Knapp ‘shift’.

“Altho I had done the work on the 10c stamp and completed the reconstruction of the plate, with proof that it was a double-pane plate of 200 and not two 100 subject panes of 100, as Chase believed, Knapp never showed me his alleged shift. He showed it to Percy Doane and others and, as I now recall, got them to say it was what he claimed it to be.

“Stan Ashbrook came to see me, bringing Knapp’s stamp, believing it would not plate. I handed it to John Sherron to see if he could identify the position on the photographs of all 200 positions. In a few minutes he told us the position, (23L). John’s plating has never been questioned, by Stan at the time, or by anyone else since.

“Stan left the stamp for me to return to Knapp. Thru an accident instead of being properly registered and insured, Knapp received it by ordinary first class mail. He was very angry, as if the stamp had been mailed that way to show contempt for it. I do not know who mailed the letter, or why it was not registered etc..

“I knew Knapp quite well, liked him, knew something of his history, and never felt unkindly toward him—nor had occasion so to do. But I never understood his attitude about that 10c stamp. For several years my hands were tied because Knapp threatened to sue me if I printed anything derogatory to his ‘shift’.

“The last I heard was a few years ago when somebody told me the stamp had been declared to be a paint job—and the painter was known. However, more recently (I have been told) it has been sold for \$ * * * * to somebody who has more confidence in its authenticity than I have ever had.”

Figure 1.

This diagram by Stanley B. Ashbrook outlines the double transfer in 31R, known as the big shift in "Post Office". 31R was formerly Scott's "C" and is now Scott's "B".

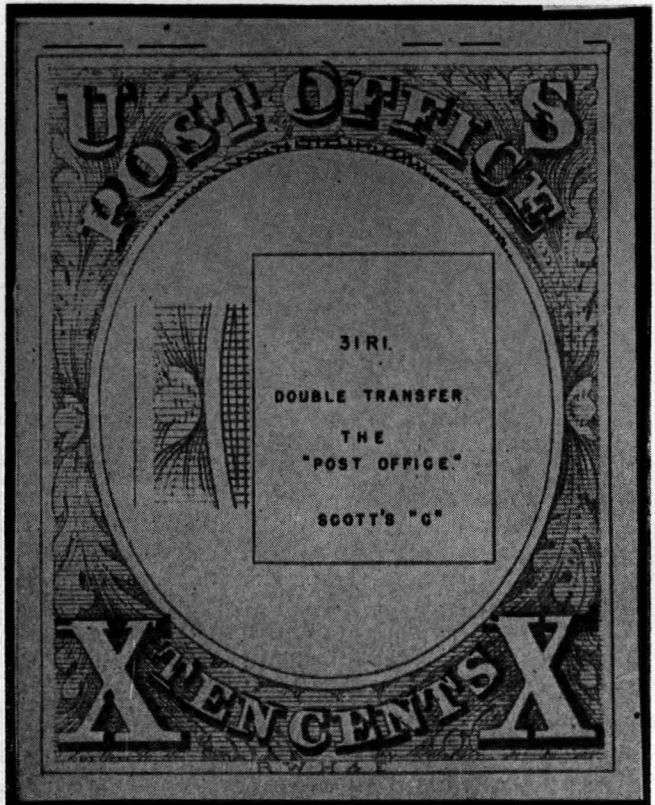


Figure 2.

This Ashbrook's blue print of the "Knapp shift" was sent to Elliott Perry with "Exhibit A" and "Exhibit B".



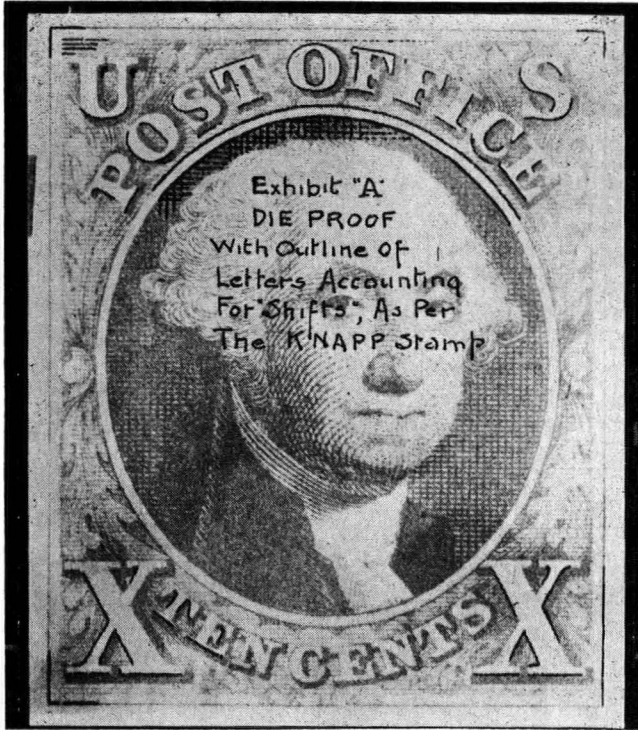


Figure 3.

These next two diagrams were made by Ashbrook and sent to Elliott Perry. "Exhibit A" in his diagram with those items and positions of design which are doubled in "Knapp shift" and are outlined heavily in normal position. The date of these diagrams is not known nor are they accompanied by any text except the lettering on them.

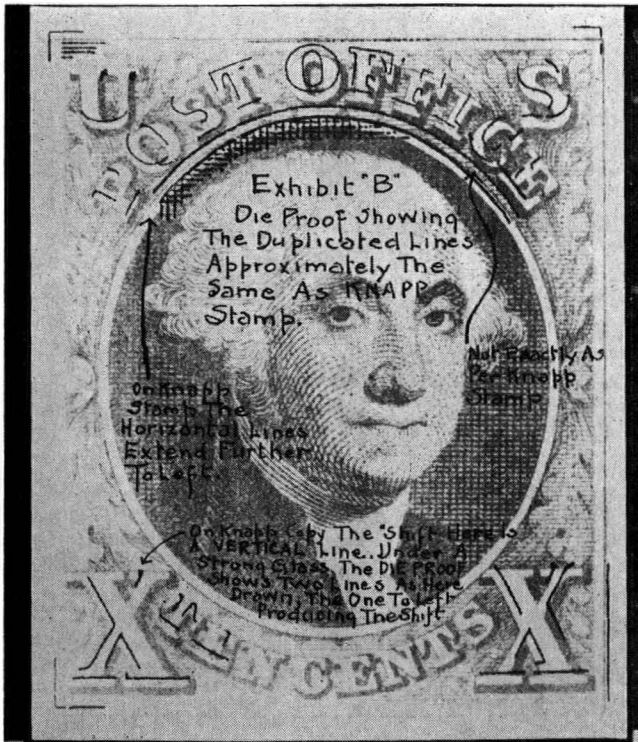


Figure 4.

"Exhibit B" is a diagram by Ashbrook with these same lines to produce doubling. Note areas differing in appearance from "Knapp shift", especially in upper right stroke of the left "X". The apparent implication is that a shifted transfer of the areas outlined in "Exhibit A" should have produced the results in "Exhibit B", rather than the "Knapp shift".

(The wording on the print reads:—Top—Exhibit "B" Die Proof Showing The Duplicated Lines Approximately The Same As KNAPP Stamp. Right—Not Exactly As Per Knapp Stamp. Bottom—On Knapp Copy The "Shift Here Is A VERTICAL Line. Under A Strong Glass The Die Proof Shows Two Lines As Here Drawn, The One To Left Producing The Shift. Left—On Knapp Stamp The Horizontal Lines Extend Further To Left.)

The Knapp shift certainly is not a plate variety as are the big "Post Office" shift (31R), the three minor double transfers listed by Scott's, and the four other double transfers plated by Perry but not listed in Scott's. The theory that this stamp represents a genuine plate variety occurring only in a very late printing is dependent on the use of copper for the plate. One of the principal disagreements between experts in the past has been whether the 1847 plates were steel or copper. Stanley Ashbrook was the first to state that the 1847 plates were copper or "a composition in which copper was the principal part". For several years many specialists accepted his convincing theory. When the Knapp collection was dispersed in 1941, the short-lived Philatelic Research Laboratories, Inc. had the following to say about the Knapp stamp which sold as lot 2248 for \$1,100.00:

"10c black, the tremendous shift, #23L, discovered by Edward S. Knapp, and known to philately as the "Knapp Shift," superb. This stamp was the subject of controversy between students for several years after the discovery, with the claim advanced that it was not a genuine shift. Independent research by the late Mr. Knapp in collaboration with Stanley B. Ashbrook served to indicate that a shift of this character could exist if the plate was made of copper. The stamp was submitted to the Philatelic Research Laboratories for intensive examination and study, the results of which were published in Volume II of "Philately of Tomorrow". The genuineness of the shift has been fully substantiated and conclusive proof adduced that the plates were made of copper. This is the only known example of this tremendous double transfer."⁴

By 1947 the controversy finally was resolved in favor of the steel plates by the discovery by Mrs. Catherine L. Manning of the Smithsonian Institution of a proposal to the Post Office Department dated March 20, 1847 as follows:

"The undersigned propose to Engrave Steel Dies, and to provide Steel plates for Five and Ten cents Stamps for the U. S. Post Office Department, without charge for the same, or for keeping them in repair, and to furnish Stamps from the same on suitable paper, of the best quality, prepared for use with gum, at the rate of Twenty-five Cents per One Thousand Stamps—The Stamps are to be executed in the best style of line Engraving, and the Dies and plates to belong to, and to be held for the exclusive use of the Post Office Department.

Rawdon, Wright, Hatch & Edson

A second proposal was made by Rawdon, Wright, Hatch & Edson on March 31, 1847. It offered "in addition to our former proposal" to print the numerals of value in red ink at the same price mentioned in the first proposal, and continued with the alternative:

We will furnish them printed in one color, (the "Five and "Ten" Stamps each in a different color, if desired, by way of readily distinguishing them,) at the rate of Twenty Cents per one Thousand Stamps." Beside this final paragraph is the notation "This bid Accepted."

The question narrows to whether the Knapp stamp is an offset from a slip sheet, or paint job. As of now no one has shown whether the paint or ink on the Knapp stamp came from a substance on a slip sheet or came from paint or ink from a paint brush. If the ink came from a slip sheet, it is the only United States stamp known to receive a second impression in this manner. If the paint came from a brush, this stamp is only one of many to be so altered. Common types of the 5c and 10c values of the 1851 and 1856 issues have been expertly changed with a hair brush so as to pass as the higher priced types.

Because the term "slip sheet" is rarely encountered in philately, you may be asking yourself, as I did, what is a "slip sheet" as used by the printing and engraving profession? In answer to a letter of mine, the American Bank Note Company wrote me January 22, 1969—

"In this instance, Webster's Dictionary gives the best answer:

'a slip sheet—a sheet of paper placed between newly printed sheets to prevent offsetting,
'to slip-sheet—to interleave (as printed sheets) with slip sheets.'

For many years, due to the nature of engraved (intaglio) printing, it was necessary to slip-sheet in order to keep one printed sheet from offsetting to another as they came off the press and were piled one next to the other.

Generally the industry used rough-textured paper to interleave at the press as each printed sheet came off or, as in our case, a sheet of wax paper was used. In the early 1930's interleaving was discontinued at our Plant with the development of a paraffin roll, into which the printed sheets were placed and subsequently removed after the inks had dried. The Bureau of Engraving & Printing and others similarly developed their own special programs for discontinuing the use of slip sheets, but one can still go into many countries where they are still used. They are probably still utilized in most places throughout the world.

Yours very truly,
AMERICAN BANK NOTE COMPANY"

It is easy to understand how a slight movement of the slip sheet while the ink was still wet could cause transfer of ink on the slipped sheet back to a different place on the sheet of stamps. What is quite hard to understand is how such an occurrence could affect just a single stamp out of 200, and, most remarkably, without any evidence of blurring or smearing.

Although the sole purpose of this article is to present Perry's opinions, I will also take this opportunity to tell our members that the Knapp stamp was submitted to the Philatelic Foundation in the fall of 1951. After an extensive scientific examination the Foundation issued a certificate that the doubling on the Knapp stamp is "not a genuine shift". Among the numerous letters received at that time from professionals and collectors, is one from Hugh M. Clark then publisher of Scott's "United States Stamp Catalogue Specialized". In his letter Clark writes seemingly with certain knowledge, that Knapp bought the stamp thinking it was the "regular well known shift". The conclusion from this is that an attempt was made by some one to copy the big "Post Office" shift and although the job was exceedingly well done the doubling was made too prominent—and on a stamp that it is possible to assign to a position different from 31R.

Where did the Knapp stamp come from? Knapp was one of the most active collectors of United States stamps in the early part of the 20th Century. He undoubtedly bought stamps from many sources, from established reputable dealers as well as from dealers whose lack of knowledge excuses them for selling questionable stamps. Perry thinks the stamp was bought from a dealer by the name of "Albertis"—no one is positive where it was bought. Some professionals to whom I've talked, think it found its way to this country from Europe, probably Spain.

Perry's plating of the 10c stamp remains the basic proof that the "Knapp shift" is a "Knapp-something-else" than a shift. Elliott Perry's remarkable plating achievement was completed in 1923 and two years all 1847 specialists will celebrate the golden anniversary of his great accomplishment.

References

¹ *Collectors Club Philatelist*, serially beginning April 1924.

² Personal correspondence December 13, 1968, February 11, 1969 and December 1, 1969.

³ Stanley B. Ashbrook "The 5c 1847 Double Transfers", *Stamp Specialist* (yellow), p. 11.

⁴ "The Edward S. Knapp Collection" Part one, May 10, 1941, lot 2248, p. 274.

NEXT ISSUE: "1847 Covers from Indian Territory" and "Invisible Ties".

1972 International Exhibition in Belgium

Dr. Robert de Wasserman, RA 383, has asked that Classic Society members be reminded that *BELGICA 72* is to be held in Brussels June 24 to July 9, 1972.

Dr. de Wasserman was one of several Europeans receiving awards at Olympia in 1970 for exhibits of U. S. covers of the classic period.

Inquiries should be directed to,

BELGICA 72, Exposition Philatelque Inter.
Boite Postale 1472, B-1000, Brussels 1, Belgium

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

MORE ON EARLY U. S. PERFORATION

This report supplements the article "First Official United States Perforation" that appeared in No. 69, pages 16-24.

Through the courtesy of Dr. Gerald B. Smith, we illustrate in Figure 1 the earliest known use of officially perforated United States stamps.



Figure 1.
 Fig. 1. Pair of 53 from Plate 7 (81, 82L7) used from Portland, Maine, on February 19, 1857.

We are particularly indebted to Mr. William Wyer and Mr. Bruce W. Hazelton for reports which prove that stamps from plates other than Plate 7 were used during the experimental period (February through May, 1857). As a result of these reports and others, a new pattern seems to emerge toward the end of this period. These are the newly reported covers, which supplement the list that appeared on page 19 of the first article:

| <i>Date</i> | <i>Where Used</i> | <i>Plate</i> | <i>Reported By</i> |
|-------------|-----------------------|--------------|--------------------|
| February 28 | New York | 7 | A. H. Bond |
| February 28 | New York | 7 | W. Wyer |
| April 30 | Washington, D.C. | 6 | T. J. Alexander |
| May 9 | Farmington Falls, Me. | 4 | B. W. Hazelton |
| May 12 | Middletown, Conn. | 6 | W. Wyer |
| May 22 | Fort Des Moines, Ia. | ? | W. Wyer |
| May 23 | New York | 7 | T. J. Alexander |
| May 29 | Washington, D.C. | ? | W. Wyer |
| May 30 | Baltimore | ? | W. Wyer |

April 30 and May 9 are new early dates for Plates 6 and 4 respectively. The May 12 date from Middletown, Conn. is apparently the previously reported earliest known date for Plate 6 which was questioned in the earlier article. Mr. Wyer confirms that the stamp is from position 20R6.

The appearance of stamps from different plates after April 30 leads Ye Ed to suspect that there may have been a second run with the perforator the latter

part of April that has not been reported before. Our list of known covers during this period now totals 19. Of these, 7 have not been plated, 9 are from Plate 7, 2 are from Plate 6 and 1 is from Plate 4. There must surely be upwards of 100 covers that have survived. If our members will search their collections and report them, we will be closer to learning the truth about this interesting and important phase in the production of United States stamps.

The following is a listing of the earliest known dates for perforated 1857 issues:

| <i>Value</i> | <i>Plate</i> | <i>First Contract</i> | <i>Second Contract</i> |
|--------------|--------------|-----------------------|------------------------|
| 3c | 2 Late | | July 25 |
| | 3 | | July 16 |
| | 4 | May 7 | August 25 |
| | 5 Late | | August 19 |
| | 6 | April 30 | ? |
| | 7 | February 19 | July 4 |
| | 8 | | July 28 |
| | 1c | 1 Late | |
| 2 | | | July 25 |
| 4 | | | July 26 |
| 5c | 1 | | August 23 |
| 10c | 1 | | July 27 |
| 12c | 1 | | July 30 |

TOO LATE

Mr. Walter Hubbard has supplied us with this photo of a cover used from New Orleans to France during the "three month period." It bears the New York handstamp "TOO LATE" and, through other markings on the cover, confirms Mr. Tracy W. Simpson's opinion that this marking indicates a delay "that was not the fault of the postal system but perhaps caused by a delayed connection" (*U.S.P.M.*, p. 117).

The cover was mailed from New Orleans on January 13, 1857, and is marked for delivery to the mail steamer *Asia*. It traveled over the Great Mail route from

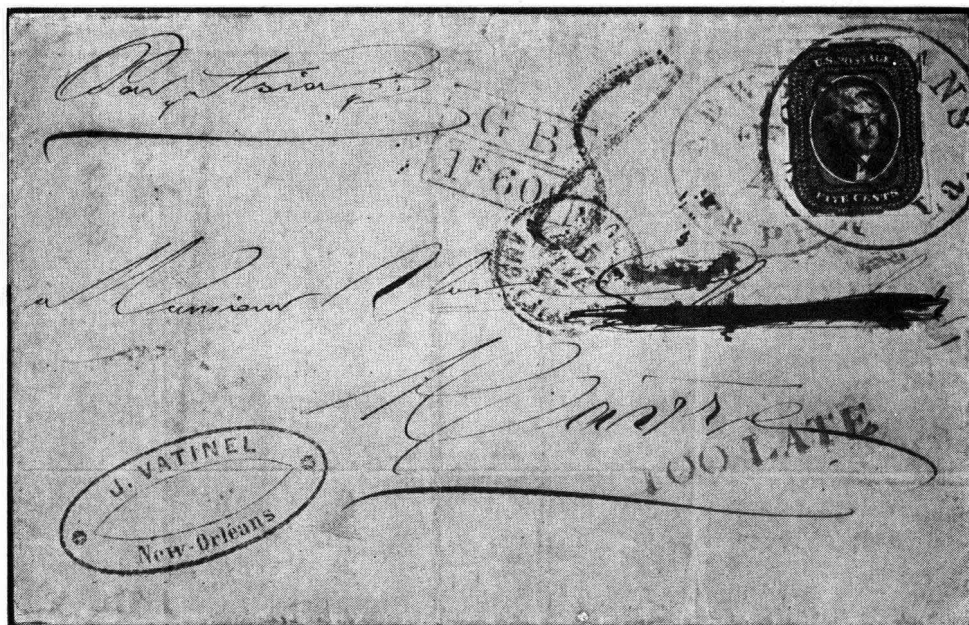


Figure 2.

New Orleans to New York, a trip that in 1857 normally took 6 days. This would have put the cover in New York by January 20, in time for the sailing of the *Asia* on January 21.

However, the cover was delayed on route and arrived in New York too late to be placed on the *Asia*. While most of this route was serviced by railroad in 1857, the stretch between Montgomery and Stockton, Alabama, was still served by stagecoach and steamboats were used between Stockton and New Orleans. This part of the route was the cause of frequent delays, particularly in the winter months. "Of the mails sent from New Orleans to New York, 161 arrived on schedule and 202 in from 7 to 16 days." (Huber & Wagner, *The Great Mail* [1949], p. 82).

This is an example of one of the 202 delayed mails. When it arrived in New York marked for delivery to the *Asia* it was marked "TOO LATE." It was subsequently placed aboard the *Persia*, receiving the New York-British Packet markings on February 4, the sailing date of the *Persia*. The "TOO LATE" marking is struck in red.

SHADES OF THE 3c 1851-61 STAMPS

DAVID T. BEALS, III

Your editors feel that there is much to be done to disseminate the existing information on shades of the 3c 1851-61 as originally researched and published by Dr. Carroll Chase, and supplemented by the work of Mr. D. A. Card, Dr. W. F. Amonette and others. We are also confident that there is still more to be learned in this field, particularly in the perforated issues.

It is amazing how often many of these shades are erroneously described by otherwise knowledgeable dealers and reputable auctioneers (particularly the copper shade of S1 and the various claret and plum shades of S2).

Mr. Tracy W. Simpson feels (and we certainly agree) that everyone sees color a bit differently and that no amount of writing can really give anyone a proper understanding of the nuances of the fascinating range of shades of these stamps, but that the only reliable starting point is from an accurate color chart prepared *with samples of the stamps themselves*. The interest in this information is readily apparent from the prices which accurate color charts realize when offered at auction (often several dollars a stamp).

If our membership will help, we would like to undertake a project of preparing color charts in quantity, utilizing half of a stamp per example. We hope that members won't feel that it is traumatic to split a stamp; in this way we can produce twice as many charts. We propose to include several examples of the major shades in order to give some idea of the wide range in which many of them were printed. Also, information on year of printing and plates used will be included. Any additional suggestions would be most welcome.

We ask our members (particularly dealers and specialists) to check their duplicates and send us their seconds (even badly damaged stamps can be used). While the common shades present no problem, we badly need examples of S1 (particularly the copper shade), S2 in the 1852 pink claret, '56 yellow rose red, '57 rich clarets, plum and both brown shades. Also, very light or bright (intense) or rich (deep) shades of the commoner colors of both S2 and S5, and examples of the orange red shade of S5 are needed.

Stamps should have, preferably, fairly light black cancels (manuscript is fine), but we will be glad to have these in any shape. Plated stamps would be most helpful, particularly Plates 4 through 8, and are necessary to determine the shade in some instances.

Anyone who wishes may make a tax-deductible gift of such stamps to the Society (we are advised that no independent appraisal is required for gifts under \$200).

Each chart will consist of two 8x11 inch album pages and will, of course, be approved by Dr. Amonette or Mr. Simpson before it is issued. We think the cost should be reasonable.

The foregoing proposal was presented at the annual meeting of the U. S.

Philatelic Classics Society in Washington on May 23, 1971, and was further discussed there with Dr. W. F. Amonette. Dr. Amonette is our Society's primary authority on the shades of the imperforate issues (he disclaims responsibility for the perforated issues). He is preparing an up-to-date article on the imperforate shades, which we hope to publish in the near future. At the Washington meeting, there was considerable enthusiasm expressed by those present for the widest possible dissemination of the actual color charts.

In this connection, Mr. Tracy W. Simpson has offered his original Chase chart to the Society for temporary loan to interested members on a rental basis, and it is hoped that in the near future we can produce another reasonably complete one to be used in the same way.

It was, however, concluded that producing charts in quality would probably not be possible, as it is doubtful if there are enough of the rare shades in existence ('51 Copper, '56 Orange Brown, '57 Plum and the rare shades of the perforated issue). It was suggested that charts of the *standard* shades would be useful, as there is much uncertainty even on these, and with practice, the rare shades might be ear-marked for expertization by a process of elimination from such a chart. Such charts were requested by several of those members who were present at the meeting.

A further question was raised as to the possibility of disseminating information on color by association (color chips, such as appear in the Ridgeway book), photography, printing or other methods. While several possibilities for the future undoubtedly exist, there does not seem to be any method presently available for accurately reproducing these subtle shades of red and brown, except the first one mentioned. In his later years, Dr. Chase identified several shades of the 3c 1857-61 stamps by association with the Ridgeway colors, and undoubtedly there is more that we can do on this. However, the Ridgeway book is hard to find and very expensive. Another book of color charts was mentioned with which the Ridgeway colors can apparently be accurately equated (possibly as low as \$8.00 a copy). We are investigating this book and will report specific details when we can.

In the meantime, we would very much like to know from our membership:

1. Those members who are seriously interested in the shades of these stamps, and of these, who would be willing and able to contribute some of the scarcer shades to the cause.
2. Those who would be interested in the color charts of standard shades at an estimated cost of \$10.00 per set for the two pages of imperforate and perforated shades.
3. Those who would be interested in renting the complete chart on a weekly basis.
4. Any other ideas or suggestions on this subject which our membership may have,

S4 AND S5 RESEARCH

THOMAS J. ALEXANDER

(The following notes were abstracted from a talk given by Ye Ed at the Society's seminar on the 1857 issue at NAPEX in May. Much of the information contained in these notes has been printed before, and to the extent that this is "old hat" to our senior members, we apologize. However, we feel that it is important occasionally to bring our newer members up to date on the current status of plating progress with these stamps.)

Because the old "imperforate" plates were not suitable for use with the new perforating machine, the contractor, sometime in July, 1857, began laying down new plates. A new six-relief transfer roll was used to improve vertical alignment, and horizontal spacing was improved by slightly enlarging the over-all size of the plate. Instead of recutting all four frame lines, as was generally done on the imperforate plates, only the vertical frame lines were recut on the new plates, again to give more space between the horizontal rows to accommodate the perforations. Similar devices were used on the new 1c and 5c plates to increase the space between horizontal rows, and for the same reason.

It is said that six new 3c plates were laid down first with the new transfer roll. On the first two, the engraver carefully (?) recut the vertical frame lines from the top to the bottom of each stamp design, leaving a gap between stamps on the plate, thus creating what we know as Type IIa stamps. He soon found it to be a lot easier to lay a straight edge across the plate and draw the vertical frame lines from the top to the bottom of the plate without any gap between the stamps, creating Type II. Had he not been so lazy (or efficient), reconstructing these plates would be much further along than it is.

I assume it is not necessary to warn the sophisticated reader to beware of uninformed dealers who like to sell top and bottom row copies as Type IIa; for, short of plating, the only way to know that you have a genuine Type IIa in these circumstances is to be able to see the end of the frame line at both top and bottom or identify the specimen as a Type IIa from the characteristic crooked frame lines.

The first six plates were numbered in a random manner after all six had been laid down. The first two plates that were made (Type IIa), received plate numbers 10 and 11, while the last four were numbered 9, 12, 13 and 14. The Type IIa plates are called the Plate 10 Group and the Type II plates are called the Plate 9-12 Group.

Considerable difficulty was experienced with the Type IIa plates; each of them was re-entered twice, creating, for the plater, six plates—10 Early, 10 Intermediate, 10 Late, 11 Early, 11 Intermediate and 11 Late. They are all rare, and 11 Late, which was used for quite a short time, is very rare. They have all been completely reconstructed, but because of their rarity, it is doubtful if more than 2 or 3 complete reconstructions exist. This is unfortunate because of the large number of plate varieties that exist on them. They include several recut inner lines, double frame lines and several major double transfers (including the "Phantom E" that appears on two positions from Plates 10 Intermediate and Late, which were described in detail by Dr. Clarence E. Taft in *Chronicle* No. 65). Over half of the positions on Plate 11 Late have recognizable double transfers and many of them are major.

Far less progress has been made with the Type II plates. Of these, at least two exist in two states: Plate 9 Early and Late and Plate "Z" Early and Late (probably Plate 18). Considerable progress has been made in plating Plates 9 Early and Late.

Of the later plates, Plate 15 is the most remarkable. It appeared in the latter part of 1857 and was used continuously until early 1861, and so examples are relatively plentiful. Aside from the normal recut vertical frame lines, it has the most extensive internal recutting of any Type II plate. Seven positions show recut upper left triangles. There are a large number of doubled and split frame lines and two triple frame lines, as well as six major slips of the engraver's tool. There are also a number of pit-like plate flaws along the left margin of the plate.

It is believed that many of the peculiarities of this plate resulted from "splotchy" softening of the plate when it was prepared to receive the transfer roll. Most of the plate in this "softened" condition was much harder than normal and so greater than usual pressure on the transfer roll was required to make the entries, but when the transfer roll hit one of the soft spots, it entered deeper than normal. For instance, along the bottom of the plate appear several positions where, at first glance, the lines on Washington's toga appear to be recut—the so-called "Recut Bust." Close inspection, however, reveals that the lines do not differ from the lines on the die—they are merely entered deeper than other lines on the plate.

Because the plate was relatively hard, it was more difficult to recut the frame lines by hand. This led to many slips and line doublings, and because these hand-cut lines were relatively shallow, they wore away quickly. There are one or two positions from very late printings that show no trace of either frame line.

As soon as we can solve the problem of illustrating the varieties found on this plate in a satisfactory manner, we will publish an article showing all of the major varieties to be found on it.

In attempting to reconstruct Type II plates, there are two basic points of

attack. The first is the top row of stamps, each of which was entered with the "A" relief. The outstanding characteristics of this relief is the damage above the lower left rosette, which appears as a triangular blank area near the frame line and a smaller irregular blank area to the right of the first. Second, nearly every position has a guide dot at the top of the right frame line. If the perforations do not cut away one of these characteristics and if they are not hidden by the cancellation, every top row position is theoretically platable. On several plates, the engraver attempted to hide the damage by recutting the design into the blank area; and, because it was done by hand, each recut position differs from every other, which greatly facilitates plating these stamps. Very substantial progress has been made with these positions, although many of them cannot be assigned to a definite plate or placed in relation to each other on the plate, for lack of multiple pieces. If any of you have multiple pieces from top row positions that have not been plated, you would do the cause a great service by sending them to Mr. Tracy W. Simpson for plating. Of the top row copies, only those from Plates 9, 10, 11, 15, 20, 23, and 24 through 28 are identifiable in all positions. Certain positions of many of the other plates are known, particularly from what is surely Plate 14. Many of those not identifiable by position have been listed by Dr. Chase by T- numbers, but there are still some not identified.

The following is what we presently know about the top rows of the various plates:

| Plate | Repaired | | Not Repaired | | Comments |
|-----------------|-----------|------------|--------------|------------|--|
| | Left Pane | Right Pane | Left Pane | Right Pane | |
| 9 Early | X | X | | | |
| 9 Late | X | X | | | |
| 10 Early | | X | X | | |
| 10 Intermediate | | X | X | | |
| 10 Late | | X | X | | |
| 11 Early | X | X | | | |
| 11 Intermediate | X | X | | | |
| 11 Late | X | X | | | |
| 15 | X | X | | | |
| 20 | X | X | | | |
| 23 | | | X | X | |
| 24 | | | X | X | 1L24 is repaired and has a small crack. |
| 25 | X | X | | | |
| 26 | | | X | X | |
| 27 | | | X | X | |
| 28 | | | X | X | |
| "P" | | | X | X | Probably Plate 14 |
| "R" | | | X | X | |
| "S" | | | X | X | |
| "U" | | | X | X | Many crooked frame lines. 3L"U" is the "Q" recut. |
| "V" | | | X | X | |
| "W" | | | X | X | |
| "X" | X | X | | | |
| "Y" | X | X | | | |
| "Z" Early | X | X | | | Probably Plate 18. |
| "Z" Late | X | X | | | Probably not all top row positions are re-entered. |

The second line of attack is from imprint and plate number positions. Every imprint copy can now be plated, although in a few cases we cannot yet assign specific plate numbers to them since the numbers themselves have not been seen in conjunction with the imprint. These are:

Left imprint Plate "I" and right imprint Plate "K" are probably the same plate—13 or 17.

Left imprint Plate "H" and right imprint Plate "L" are probably the same plate—13 or 17.

Left imprint Plate "J" is probably Plate 22.

What was formerly the right imprint of Plate "M" is now known to be Plate 12.

The task, then, is to tie a known imprint to a known top row copy through multiple pieces. When this is possible, most of the margin copies fall into place, and we would then be able to begin work on the interior positions of the plate. It is a job that probably can never be completed because of lack of characteristic recutting on most of these stamps, but with a lot of effort and luck, a great many positions should be platable.

NEWLY REPORTED MARKINGS ASSOCIATED WITH U.S. MAILS

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-1 | <i>California</i> HICKSVILLE/ms D/CAL. dbl.o. 43x28 with slight ornamentation. This p.o. estab. Apr. 28, 1860, in Sacramento County, Discontinued in 1880. | S5 | B. C. Pearce |
| B | A-1 | <i>Kentucky</i> CLOVERPORT/ms D/KY o-36x32½ | S2 | A. T. Atkins |
| C | A-8 (a) | LAWRENCE MASS./D/PAID C-33 Stock style with curved PAID, used infrequently. | S2 | L. L. Downing |
| C | A-2 | <i>Massachusetts</i> LAWRENCE MASS./D/PAID C-33 | S2 | L. L. Downing |
| D | A-2 | LAWRENCE MASS./D C-33 | S5 | L. L. Downing |
| E | A-2 | <i>New York</i> CHATHAM 4 CORNERS/D/N.Y. K3-31 | S2 | L. R. Campbell |
| F | A-2 | <i>Pennsylvania</i> YORK SUL.SPRINGS/D/Pa. K3-31 | S2 | L. R. Campbell |
| G | A-13 | <i>Massachusetts</i> Lawrence L7-18 | S2 | L. L. Downing |
| H | A-13 | Leicester L7-22 | S2 | L. L. Downing |
| I | A-13 | Lowell L7-17 (approx.) A wedge has been cut out of this circular grid. | S2 | L. L. Downing |
| J | A-13 | L11-11. Town unknown, but believed to be from Massachusetts. | — | L. L. Downing |
| K | A-13 | <i>New York</i> Harlem L16-21. Mr. Downing believes that this design originally consisted of two crossed arrows. | S5 | L. L. Downing |
| Not illustrated | A-22 | <i>Louisville</i> For Delivery to Postoffice 5LB3 (Brown and McGill) | S5 | A. T. Atkins |
| L | A-27 (e) | REGISTERED sl 57½x5 Probably applied at Springfield, Ohio. Dated April 23 (1855?). | 3c Nesbitt | A. C. Hood |



A



B



C



D



E



F



G



H



I



J



K

REGISTERED

NEW EARLY DATE

In No. 70, page 81, appeared a note on a new early date of use for Plate 27, reported by Mr. Stanley M. Piller. We gave all of the data except the date itself—September 2, 1859!

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

EDITORIAL

There are a good many corrections and additions to make to data appearing in previous issues of the *Chronicle* for this section. Probably the worst "goof" on the part of the writer was the confusion between the steamships *Arabia* and *Europa* in the editorial section of *Chronicle* No. 70. We undoubtedly confused the captions on page 33 of *Chronicle* No. 69. To set the matter straight, referring to the early use of the 5c 1861 brown yellow shade, as shown on page 33 of *Chronicle* No. 69, this stamp was probably used to prepay the 5c rate to Halifax, Nova Scotia from Boston on a cover travelling aboard the Cunarder *Europa*, which left Boston on August 21, 1861. Mr. Cliff Friend and Mrs. Susan M. McDonald both corrected this error. We attributed the sailing to the *Arabia*, and cited Mr. Lester Downing as our authority, which was also not correct. Mr. Downing clearly stated the ship was the *Europa*, and, no doubt, would have also pointed out our error if his health permitted. Our apologies to all.

There are other errors to correct. The illustrations on pages 95 and 96 of *Chronicle* No. 70 are not correctly captioned. The caption of the upper illustration on page 95 actually includes the caption for the document illustrated on page 96. The first three lines apply to the cover from Australia; the last three lines to the document on the next page.

The article with which these illustrations are concerned has aroused some disagreement and a good deal of discussion. The disagreement is with our statement on the bottom of page 95 that this marking was "believed applied by the British Post Office." The discussion and reporting *proves* that the marking was, indeed, applied by the British Post Office when the letters arrived back in England. As Mr. Charles Hahn notes, the marking was used in England on covers returned from all countries and for a period of up to, possibly, 50 years. Mr. Al Zimmerman points out a cover with this marking was in one of his recent sales. The date of the cover was in the late 1850's, which, of course proves that the marking could not be Confederate. Mrs. Susan M. McDonald notes that the marking is recorded in British records as being a British marking, an impression of the marking being in official files.

Of course the obvious point, and the reason why covers addressed to the Confederacy and which were returned to England are avidly sought with what is a marking of otherwise rather casual interest, is that the "reason for non-delivery" was the Civil War.

A few members have commented regarding the fancy cancels of Plate "A", page 89 of *Chronicle* No. 70. Mr. William Semsrott advises that No. 14 of this plate is a St. Louis marking. Others commented about other markings on the plate, generally, from the standpoint of their authenticity. With regard to this, we should probably comment that no reader should try to evaluate whether or not a marking is genuine from ours or anyone else's tracings. Slight changes are inevitable, and even if the reproduction were perfect, it would not look the same in print as on a cover or stamp. As for the quality of fancy killers on loose stamps, we will agree that there are more fakes resposing in collections than, probably, any other kind of material. There is no question but what proving fancy killers on loose stamps are genuine is nearly impossible; proving a marking to be a fake is often fairly easy. As far as we are concerned, if a marking looks good and there is no other way of deriving data, then we say: accept it for what it is—but with a grain of salt. In other words, fancy killers on covers sell far better than on loose stamps for a reason. And, we have never claimed that appearance of a fancy killer or any other item in the *Chronicle* is any guarantee of authenticity.

Regarding the Washington "cork" shown as item No. 18 in Plate "A" (page 89 of *Chronicle* No. 70), Mr. William R. Weiss, Jr. advises of an entirely different

and most unusual usage of this killer. It was used on Black Jack trial color proofs, Mr. Weiss noting that it was applied to the gray-black, olive-green and chalky-blue trial color proofs. Can anyone report any further dates of usage or additional colors of the Black Jack color trials with trial cancels of this killer?

This issue of the *Chronicle* contains the first of chapters of a book written on Civil War occupation markings by the Period Editor and Mr. Scott Gallagher. To say that the book is "a ways off" or incomplete is, perhaps, something of an understatement. However, the purpose of running an occasional chapter such as this is to secure the necessary corrections and additions required to make the book accurate and complete when it does get in print. Reports and comments will, as always, be much appreciated.

FEDERAL OCCUPATION OF FLORIDA

RICHARD B. GRAHAM

On May 27, 1861, Postmaster General Montgomery Blair issued an order suspending all postal services in the states of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Texas, effective May 31, 1861. Exception for Western Virginia; and Tennessee, not having at that time seceded, was therefore not mentioned. The reason for this order was, of course, the formal assumption of the Federal post offices and services in the seceded states by Confederate Postmaster General John Reagan, as announced a short time before.

As was stated in a short article in *Chronicle* No. 51, of December, 1965, the Period Editor has had a long term project going for several years to list all occupation usages from towns within the Confederacy during the Civil War period. Occupation covers take several forms, and we have chosen to classify them as follows:

1. Covers bearing the markings of postoffices reopened by Federal forces in recaptured southern towns. Examples: Nashville, New Orleans.
2. Covers bearing markings of postoffices in towns or posts which, although nominally in Confederate territory, were never held by Confederate forces, and which remained in Federal possession throughout the war. Examples: Key West, Florida, and Old Point Comfort, Va.
3. Covers bearing markings of Federal postoffices newly established in what was nominally or recaptured Confederate territory. These postoffices were usually established to provide postal services for Federal troop concentrations. Examples: Ship Island, Mississippi, and Fort Pickens, Florida.
4. Covers from postoffices in areas, which, although subject to a proclamation of secession by a state government, really were correctly considered by the Federal government as continuing to be part of the United States. This category includes Western Virginia (which became West Virginia in 1863), and major portions of the states of Kentucky and Missouri.

The war came very early to Florida, considering its distance from Northern territory. In fact, according to the *Boston Almanac* for 1862, page 13, Federal postal service in Florida was discontinued on January 21, 1861. Actually, this statement, officially, was incorrect, as only the Pensacola post office and the stops on mail routes servicing it was discontinued, as far as we can learn. The reason for the discontinuance was the interception of mails from the North intended for the Naval and Military at the nearby Navy Yard and aboard the ships in the harbor, and Forts Barrancas, etc., in Pensacola Harbor. A few days before, the mainland forts had been seized by the Florida state authorities, and the few troops had transferred to Fort Pickens, an old fort on Santa Rosa Island in Pensacola Harbor. These troops were under Lt. Adam Slemmer, U.S. Army, who made the transfer on his own authority, being cut off from communication from his superior officers.

Soon after, the Federal Government, desiring to send word to Lt. Slemmer of attempts to reinforce him, but not desiring to precipitate capture of the weakly defended post by open action that did not arrive in time, sent a letter by Thomas

P. Shallcross, Special Agent-at-Large of the Post Office Department. Shallcross' diary entries (editorial notes in parentheses) during this trip are of interest:

"Tuesday, Feb. 5, 1861. Arrived at Washing(ton) at 7 AM, 1:05 behind time. Made out my account for January, #137.78 & 62 per diem, \$199.78. Called to see J. Holt Secy War in regard to Mobile & Pensacola affairs. . . . Instructions in regard to Mobile, Pensacola & delivery dispatches to Lt. Slemmer at Fort Pickens received.

"Wednesday, Feb. 6. Left Washington at 6:30 AM via Baltimore (boat?). T. W. Howard, Rt Agt, attempting to throw pouch ashore at Fort Washington (Prince George Co, Md.) let it fall in the river, & sink. Richmond at 2:00 P.M.

"Thursday, Feb. 7. Enroute for Mobile. Arrived at Wilmington at 5 AM, left at 6 with M. Evans, conductor. Styles (?) gave me bottle whiskey at Weldon & I gave some to Evans. He, in return, gave me lunch(?). Arrived at Kingsville at 2:30 and left at 4:20. At Augusta at 11:15 and left at 12:38.

"Friday, Feb. 8. At Atlanta 9:15 AM. Left at 10:15. Arrived at Montgomery 10:05 PM & went on board of the steamer St. Nicholas and she left Montgomery at 11:45 PM. Fare agreed upon with Lison, \$5. The clerk put me in with (??) and he snored so that I could not sleep well.

"Sat., Feb. 9. Enroute for Mobile, on steamer St. Nicholas. Arrived Selma at 10:45. (??) Hunter got off at his plantation below Selma, and in landing, boat swung against tree and stove in side of barbershop.

"Sunday, Feb. 10. Enroute for Mobile. The wind blowing from the S.E. from morning until night & the whole face of the country below Claibourne covered with water. Arrived at the upper landing at Mobile at 6 PM, the rain falling in torrents. Remained on the boat all night.

"Monday, Feb. 11. At Mobile. called on L. Bowers, PM, and he went with me to see the lady who wrote the letters to J. G. Wilson, 436 Market St., Phila. . . . Met Thos Moore who talked about horses, went to theater and saw the Play of Money.

"Tuesday, Feb. 11. At Mobile. Left at 1:30 PM. Arrived at Blakely at 4:15. Took stage over the worst road imaginable (sic).

"Wednesday, Feb. 12. Arrived at RR at 7:30 & Pensacola, Fla. at 10:20 AM. Hired buggy & 2 horses of Gonzales (Gomez?) and went to Navy Yard, paid \$4.80. Met Capt. Randolph who permitted me to communicate with Capt. Berryman of Wyandotte (U.S. Gunboat in harbor of Pensacola, Lt. O. H. Berryman, commanding). Went on board and he sent for Lt. A. J. Slemmer who came on board and dined with Capt. B. and myself. Delivered letter of Secy to him. Came ashore at 8 & left Pensacola at 9 PM.

"Thursday, Feb. 13. Arrived at Mobile at 12:30 after a terrible night ride. Mr. L. Bowers dined with me. After dinner, rode out to old track to see Mr. Moore. Returned by 7 PM. Went to club room, played euchre."

After a rather leisurely trip north, via Corinth, Nashville and Cincinnati, Shallcross finally returned via his home at Wheeling, Va. to Washington, arriving there on Feb. 22. He had passed through what was a very explosive situation, as was attested by the fact that Navy Lt. Worden (later captain of the *Monitor*) was captured and held a prisoner while on an exactly similar mission at about this time. Shallcross had been a Democrat all of his life, and, possibly due to suspected southern sympathies (his wife was quite outspoken on the subject) was dismissed as a special agent in October, 1861. We do not know when he was re-appointed, but eventually did again become a Special Agent of the Postoffice Dept.

His call at Mobile was on routine business of a Special Agent, as will be noted from a few more diary entries, as follows:

"Friday, Feb. 22. Arrived at Washington at 5 PM. Called . . . to see Col Trott. (Col. Thos. Trott, Chief Clerk, P.O. Dept.) Returning to the National, met Harry Rogers & went with him to club rooms and drank apple toddy, ate oysters and returned 12 Ock.

"Saturday, Feb. 23. At P.O. Dept, talked with Mr. Zeveley about detention of letter addressed to Pensacola Fla. . . . Wrote Col. Bigger enclosing note which I received on board U.S. Steamer Wyandotte at Pensacola."

Shallcross then went to Baltimore and went on to Philadelphia, arriving there in time to see Mrs. Wallace play *Lady MacBeth* at the Walnut Street Theater:

"Tuesday, Feb. 26. At Philada. Called at P.O. Met PM & Dr. Moore, conferred about the violated letter from Mobile to Jas. G. Wilson, Clerk for Atwood White & Co. His letters are rec'd through their box by little boy and by the boy handed to him in person. . . . Left 3 decoy letters with PM to be put in box. . . ."

The decoy letters arrived intact in the box each day, so Shallcross dropped the matter for the moment. The affair of the letters from Mobile had, no doubt, served to mask the major purpose of his trip. In the meantime, to provide mail for the troops at Fort Pickens, who were soon reinforced, Fort Pickens was established as a postoffice, as will be discussed later in this article. The records in the National Archives show that on Mail Route Contract 6575 (1859-63) from New Orleans to Key West, it was directed as of Jan. 21, 1861 that Pensacola was to be omitted, as having been discontinued. Another statement notes that "the mails for Pensacola, Florida were omitted on the route January 28, 1861, which was apparently the date the order reached the contractor.

The *Register of Florida Mail Routes* for 1859-1863 contains the statement: "Discontinue service from and after 31 May, 1861, till the same can be safely restored." This indicates that mail service in Florida was only officially discontinued at Pensacola in January, in spite of the statement of the *Boston Almanac* for 1861.¹

The affair involving the closing of the Pensacola postoffice took place before Fort Sumter. Another possible problem may have arisen, although it may have simply been planning in case of war, and it is quoted from a Phil Ward column in *Mekeel's* [of unknown date].

"Post Office Department
Washington, March 30, 1861

Sir:

I have the honor to acknowledge the receipt of your letter of the 11th inst., with its enclosures, requesting the co-operation of this Department in carrying into effect a plan proposed by the Chief Engineer, for supplying Key West with mails, by means of U. S. Steamers via Havana; and to inform you, in answer, that the only objection to the proposed arrangement, is the circumstance that the postal laws and regulations of the island of Cuba, as understood by this Department, require the mails to be delivered into the Havana Post Office immediately upon the arrival of our steamers at that port. Even the correspondence for the U. S. Consul at Havana is not despatched in a separate bag, but is placed in the mail pouches addressed to Havana, and reaches him through the Havana Post Office, in the ordinary way.

But as our Counsel at Havana has formally approved of this plan and the Postmaster at New York has reported that he sees no objections to the proposed arrangement, I have concluded to direct mails to be made up both at New York and New Orleans, for Key West, to be forwarded by steamship to Havana in care of the U. S. Consul and conveyed thence to Key West by the Schooner "Tortugas" or other Government vessels, according to the suggestion of the Chief Engineer, and have this day issued instructions to that effect, with notice thereof to the U. S. Consul at Havana.

If objection should be made by the authorities at Havana to the delivery of these bags to our Consul, and their transfer by him to vessels engaged in the United States service for conveyance to Key West it may

then become necessary to adopt other arrangements to secure the object desired.

I am very Respectfully
Your Obt. Servant,
M. Blair”.

Although there is no notation on the copy as to whom the letter was directed, we believe a May 30 date fits the known facts better than March. This is only speculation, but the beginning of the Civil War did not lead to immediate cancellation or suspension of mail carrying contracts throughout the South; this did not occur until the end of May, and, as will be seen, the suggested plan was put into effect soon after that.

When the war began, the Federal government instituted a “blockade,” which claim by the Federal government originally had a somewhat farcical aspect in more ways than one. Although the Federal government did not admit the existence of a Confederate government, the proclamation of a blockade actually gave the Confederate government international status as a nation. After all, *blockades* are between warring *nations*. A federal government wishing to cut off trade or traffic into a port of a rebellious state should simply order the port closed. In both cases, a navy is required to enforce the closure, or blockade. At the beginning of the war, enforcement was also farcical, and only a very small portion of traffic in and out of the blockaded ports was actually intercepted by the Federals. Later, of course, the blockade grew continually in effectiveness until it became the major factor in the war.

With the blockade, Key West and the few other points on the Confederate coasts became extremely important. Key West was never in Confederate hands. Although the post there, Fort Taylor, was originally very lightly manned, it was really never seriously threatened, and the post office apparently never ceased operation as a Federal post office, but rather became a distribution point for supplies and mails for the blockaders until the capture of more strategically located ports relegated her importance back to almost pre-war status.

During the spring and summer of 1861, the Federals were sending every ship or steamer they could lay hands on, and which could be equipped with guns, to blockade service. Fast steamers, equipped with ice rooms for food, were purchased to carry fresh supplies and mail to the blockaders on a regular basis, but these did not get into effective operation until in July and August. In the meantime, getting mail from the North was a rather hit-or-miss proposition for the blockaders. As a matter of fact, this problem was of concern to Secretary of the Navy Gideon Welles, as shown by the following letter:²

NAVY DEPARTMENT, June 25, 1861

SIR: I have the honor to request that you will inform this Department when and by what conveyance the mails are sent to Key West, Fla., and also to Fortress Monroe, and whether the postage is to be prepaid; and if so, what amount in each case.

This information is desired to enable the Department to send its dispatches regularly, and to answer inquiries made of it by those having friends in the naval service.

I am, respectfully, your obedient servant.

GIDEON WELLES

Hon. M. Blair,
Postmaster-General.

Blair's reply was so prompt as to indicate strongly a solution to the problem had already been planned, if not already in effect:³

Post Office Department
June 26, 1861

Mr. Gideon Welles,
Secretary of the Navy.

SIR: In answer to your letter of the 25th, instant, I have the honor to

say that mails for Fort Pickens are sent from New York by every steamer leaving that port for Havana, Cuba, from which place they are forwarded by the American Consul to Fort Pickens, by Government steamers, as opportunities occur. Postage on single letters the usual charge of three cents.

For Old Point Comfort—Fortress Monroe—mails close at the post office in the city at 1 o'clock every day, except Sunday, and go *via* Baltimore.

Postage on single letters three cents, in each case to be prepaid by stamps.

Very respectfully,
Your obedient servant,
M. Blair

So, the plan previously submitted to Blair by some unknown person had actually been placed in effect.

All this placed a considerable load on the previously rather inactive little post office of Key West. The postmaster finally appealed for help, as witness the following letter (*Congressional Globe*, concerning Home Bill # 79, Second Session, 36th Congress):

Post Office Department
Appointment Office
Dec. 16, 1861.

SIR: I have the honor to return herewith the papers requested by you to this Department for information, in the case of the application of the postmaster at Key West, Florida for the passage of a law allowing him a salary; and to state that it appears from the petition that the present increase of labor at that office is occasioned "by the presence of a large squadron of United States vessels in the Gulf of Mexico, mail matter for which, and for Forts Jefferson and Pickens, passes through this office." The hardship complained of is only temporary, and will be relieved with the return of postal matters in that quarter to their ordinary *status*, when, it is presumed, the regular business of the office will be sufficient to sustain it as before.

Under the Act of 27 June, 1854, the Postmaster-General has discretionary power to order an allowance out of the postages collected at any office "to defray the expense of extra labor employed in separating the mails," and is disposed to exercise such authority in this case on the presentation of such a state of facts as warrant it.

As the net receipts of the office for the year 1860 (no returns for any part of the year 1861 have been received) together with the commissions to which he was entitled, will give the postmaster the amount asked by the petition, (\$1000 a year) no special legislation is deemed necessary, in this case, by the Postmaster-General.

I am, very respectfully, etc.,
John A. Kasson,
First Ass't Postmaster-General

Hon H. G. Blake, of the Post Office
Committee, House of Representatives.

As might be expected, the proposed bill was tabled. On March 21, 1862, it was ordered "That the postmaster at Key West, Florida, be allowed from Jan. 1, 1862, the sum of \$80 per quarter out of the postage collected at his office to defray the expense of extra labor employed in separating the mails; the commission at his office being insufficient to provide such extra labor as is required to dispatch them. This order to stand until otherwise ordered."⁴

As a matter of fact, the order did not stand very long. On May 8, 1862, it was ordered "that the distributing duties be performed at Key West temporarily for correspondence to vessels of the Gulf Squadron with the distribution commissions allowed by law."⁴ No doubt this was a more workable solution to the problem.

KEY WEST COVERS AND MARKINGS

Items traced as Nos. 1 through 6 of the plate of Federal Florida Occupation Markings were applied at Key West. Figure 1 shows a cover bearing a Key West marking applied May 12, probably 1862 although 1863 is also possible. The small

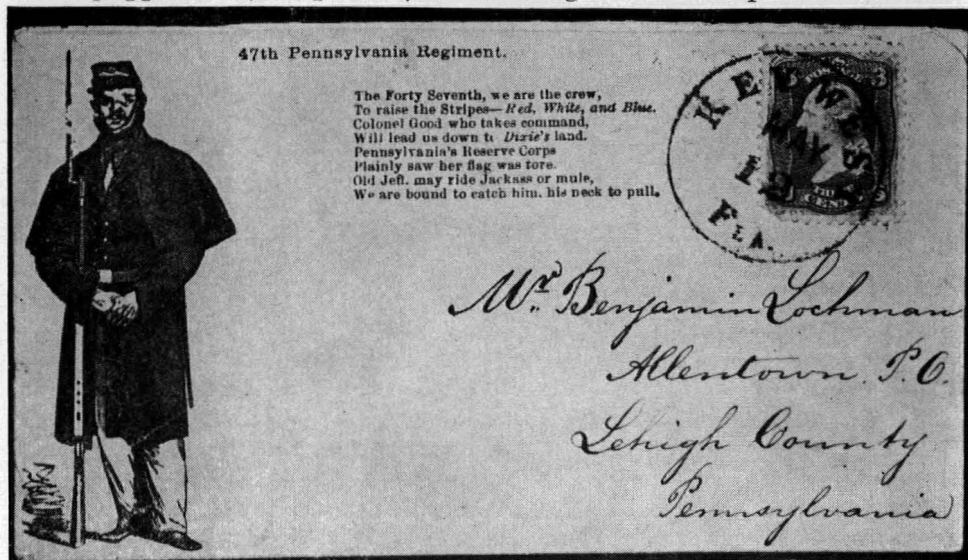


Figure 1.
From the 47th Pennsylvania Volunteers at Fort Taylor, Key West, Fla.

double circle Key West marking, item 3, is fairly scarce, and the period of usage is uncertain, although it most certainly was for a few months in the spring of either 1863 or 1864. The large double circle, item 1, is the most common of the three, probably because its period of usage coincided with peak period of volume of mail through the Key West office.

Items 5 and 6 are of interest, as is shown by the cover, Figure 2. Although

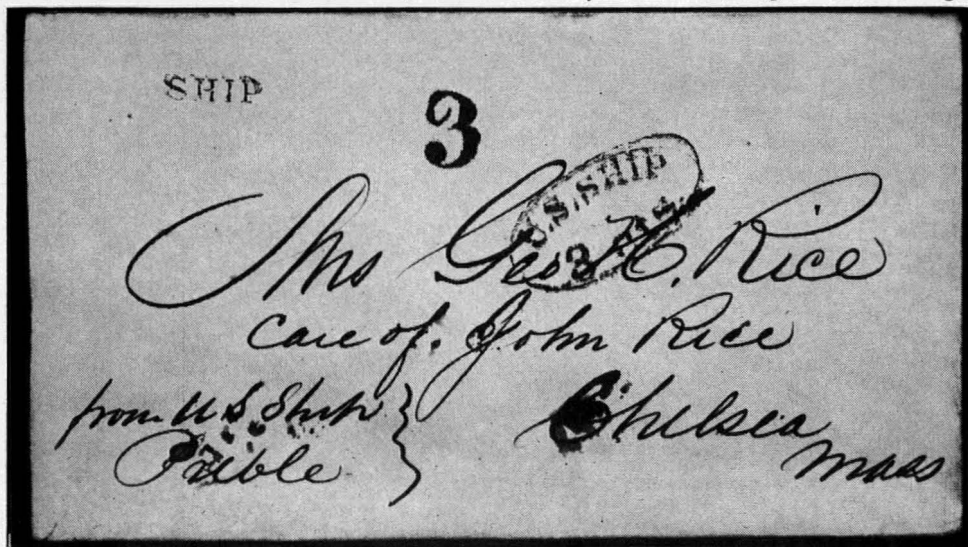


Figure 2.
From aboard the U.S. Ship Preble, then blockading in the Gulf. Entered the mails at Key West ("SHIP" and "3") and then taken north aboard the despatch steamer (U.S.SHIP/ 3 Cts.).

there is no town marking, the writer and the late Henry A. Meyer decided that Key West was the only location where the marking could have been applied, and started a search for evidence on this score. As a result, Mr. Meyer was able to locate, in an auction of the late Sam Paige, a cover bearing a 5c 1857 stamp, a Key West marking of the style of Item 1, and the small blue marking as Item 5.

Several covers exist with the combination of markings as in Figure 1, all bearing the oval U.S. Ship/3 Cts, all used during the autumn of 1861, when they can be dated, and all from aboard U.S. Navy ships operating in the Gulf. As we believe the oval U.S. Ship marking to be the marking of a sea going route agent aboard a despatch steamer, it is assumed the cover was picked up from the Key West post office to be taken north by the despatch steamer, who verified the SHIP 3 rate (see *Chronicle* No. 58, *The Ship 3 Rate of Civil War Days*) with his own special marking. This, of course, is speculation.

To complete the Key West story, Joseph C. Whalon was appointed postmaster of Key West on March 11, 1853. Henry Albury was appointed to be postmaster on May 7, 1861, probably for political reasons. Albury was succeeded by George Phillips in 1865.

FORT JEFFERSON

At the beginning of the war, Fort Jefferson was under construction, being largely incomplete and without garrison or armament. This fort, a huge work, is located in the Gulf of Mexico, well west of Key West, being located on one of the Dry Tortugas. A small garrison of some sixty men was sent from Boston to occupy the fort, arriving January 18, 1861. Captain Montgomery Meigs was at Fort Jefferson to supervise construction, and he mounted cannon borrowed from Fort Taylor at Key West. Meigs was later Quartermaster General of the Union armies during the war. Although a determined attack by even a small Confederate force would have taken the fort, the only attack attempted was feeble and was bluffed out by the Federal troops who had only dummy guns mounted at the time. Later, after all threat of capture was over, the fort was made into a prison for Federal political prisoners, deserters, etc., and it was here that Dr. Mudd and other of the persons not executed who were convicted of conspiracy in the Lincoln Assassination trials, were confined.

About 500 troops or fewer was the normal garrison. The post office was established on October 28, 1861 with one Horace Brook as postmaster. George Phillips succeeded to the job on November 27, 1861. Phillips served until the appointment of George T. Jackson on Sept. 1, 1865. Phillips' appointment as postmaster at Key West on October 14, 1865, may be an indication these positions were filled by military men during the war. Certainly, almost anyone at Fort Jefferson during the war would have some sort of association with the military.

The only Fort Jefferson postmark of the war was the slightly elliptical marking shown as Item 13 on the plate of Florida markings. The writer has seen only black markings, although George N. Malpass, in an article in *Weekly Philatelic Gossip*, some years ago, stated that the marking has also been seen in red. Malpass also notes the earliest example seen by him is dated December 6, 1861, and the latest was December 25, 1864. Presumably, both later and earlier strikes should exist. Killers accompanying the marking are, in addition to manuscript cancels, corks and a rather nice PAID in a circle, shown as No. 14 on the plate of markings.

Fort Jefferson covers are not particularly rare, but are popular. The story of Dr. Mudd probably causes additional interest; the marking is unusual and attractive being normally very clearly and neatly struck, and a good variety of attractive patriotic covers were used from this office, such as the cover shown as Figure 3.

FORT PICKENS

Like Key West, Fort Pickens was held by Federal forces throughout the war. Like Fort Jefferson, a post office was established there to service the troops and naval personnel on the blockading ships in the Gulf. According to the records in the National Archives, this office was established on May 30, 1861, and it was transferred to Pensacola, after that city was reoccupied, on June 9, 1862. Originally, the postmaster was to be selected by Lt. Col. Harvey Brown, commanding Fort

PLATE OF FEDERAL FLORIDA OCCUPATION MARKINGS

| <i>Item</i> | <i>Description</i> | <i>Used on</i> | <i>Date Range</i> |
|-------------|--|----------------|-------------------|
| 1. | KEY WEST/FLA., single circle, black. | 3c 1861. | Until April, '63. |
| 2. | Used with item 1, April 20, 1863. | 3c 1861. | — |
| 3. | KEY WEST/FLA., small double circle, black. | 3c 1861. | 1863 ?? |
| 4. | KEY WEST/FLA., large double circle, black. | 3c 1861. | Jan. 1864—? |
| 5. | SHIP, in blue. Key West usage. See text. | Naval letters | 1861 |
| 6. | "3" in black, used with No. 5. See text. | Same. | 1861 |
| 7. | FERNANDINA/FLA., large d.c., black. | 3c 1861. | Oct., '63—? |
| 8. | JACKSONVILLE/FLA., in arc., black. | 3c 1861. | 1864. |
| 9. | JACKSONVILLE/FLA., large d.c., black. | 3c 1861. | 1864—? |
| 10. | JACKSONVILLE/FLA., single circle, blue, black. | 3c 1861. | 1865—? |
| 11. | SAINT AUGUSTINE/FLO., black. | Sold. ltr; | 1862—? |
| | | 3c '61. | |
| 12. | ST. AUGUSTINE/FLA., large d.c., black. Tracing not available. | 3c 1861. | 1864—? |
| 13. | FORT JEFFERSON/FLA., slightly elliptical single circle, black. | 3c 1861. | 1861—'64. |
| 14. | PAID in circle, black. Not in Linn. Used with Item 13 as a killer. | 3c 1861. | 1862? |
| 15. | FOR PICKENS/FLA., small single circle, black. | 3c 1861. | 1861-2. |
| 16. | Grid killer used with Item 15, black. | 3c 1861. | 1861-2. |
| 17. | FORT PICKENS/FLA., small d.c., black. With separate target killer. | 3c 1861. | 1864? |
| 18. | PENSACOLA/FLO., small d.c., black. | 3c 1861. | 1862. |
| 18A. | Same, with damaged frame line. | Same. | 1863-4. |
| 19. | PENSACOLA/FLA., small d.c., black. | 3c 1864. | 186? |
| | | envelope. | |
| 20. | WARRINGTON/FLA., small single circle, black. | 3c 1861. | 1865? |
| 21. | Used with Item 20. | — | — |

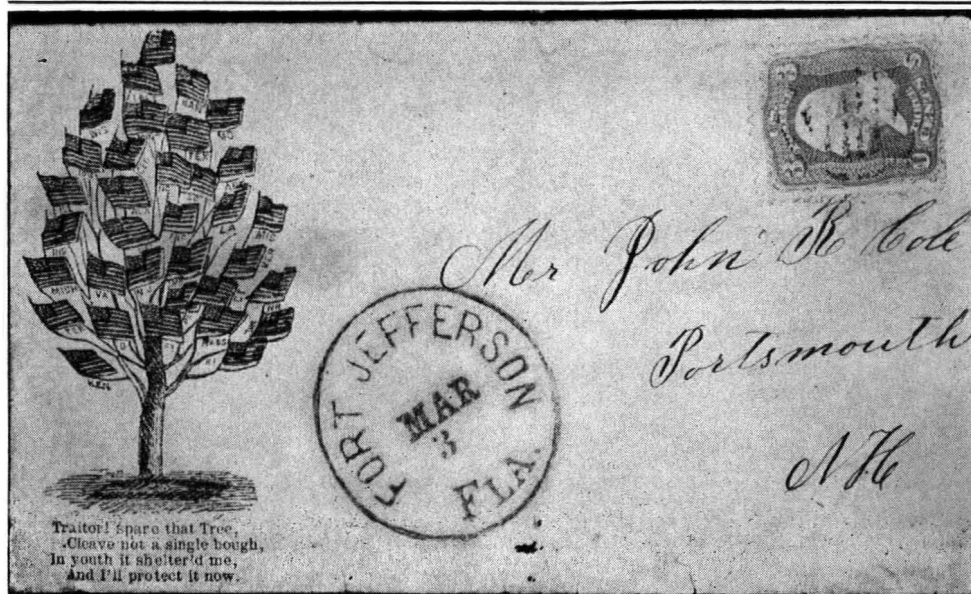
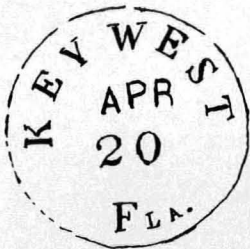


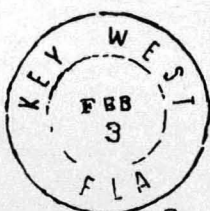
Figure 3.
The "Tree of Liberty" patriotic design, used from Fort Jefferson, Fla.



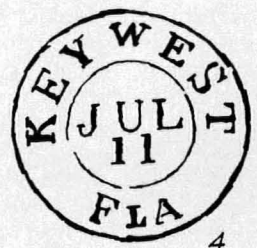
1.



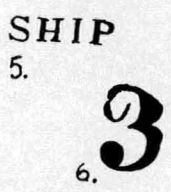
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3.



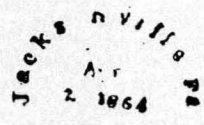
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5.



7.



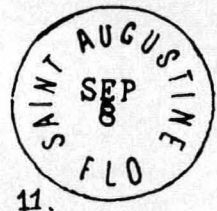
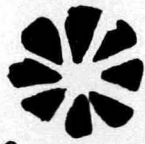
8.



9.



10.



11.



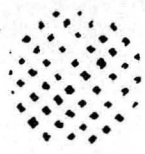
13.



14.



15.



16.



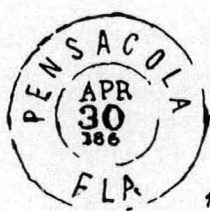
17.



18.



18A.



19.



20.



21.

Pickens, and he selected Major Israel Vogdes of the 1st U.S. Artillery. However, Vogdes was taken prisoner in a night attack on Santa Rosa Island by Confederate forces under Brig. Gen. R. H. Anderson, this being on Aug. 6, 1861. As Vogdes, when exchanged, did not return to Fort Pickens, we are not quite sure just who served as postmaster of the Fort Pickens post office until it was moved back to Pensacola, although it was probably one Sigmund Loeb, who was listed as postmaster at Pensacola when the office reopened.

According to George N. Malpass, in an article in *Weekly Philatelic Gossip* of February 6, 1954, the earliest usage seen by him was on July 24, 1861. The normal marking on Fort Pickens covers, for 1861 and 1862, is Item 15 of the plate of Florida markings, and the stamps are cancelled by the grid killer shown as item 16. The few Fort Pickens covers seen by the writer, up until a year or so ago, bore this marking, and judging by shades of the stamps, and other information pertaining to usage, were mailed in 1861 or 1862. Since the post office was said to have been moved to Pensacola about the middle of 1862, this seemed logical. However, the cover bearing the marking shown as item 19, which is a double circle marking with a target killer, probably not duplexed (although the one example seen by the writer proves nothing in this respect) is certainly cause for further investigation. The marking bears a year logos, but is not complete and clear. However, the bottom of the number is rounded, eliminating a "2" or "4." In the 1862 *List of Post Offices in the United States*, which lists offices as of July 1, 1862, Pensacola is listed and Fort Pickens is not. The cover, incidentally, is addressed to Auburn, New York, and is an 1861 embossed envelope, Scott's No. U34. Can anyone report other covers with this marking?

PENSACOLA

We have already discussed this office and its history extensively. The Pensacola area was evacuated by Confederate troops on May 9, 1862, and the nearby navy yard, at Warrington, as well as the forts, set afire. Part of the town also burned. The Federals landed the next day and held Pensacola for the remainder of the war.

Items 18 and 18A of the plate of Florida markings are actually the product of the same instrument, before and after it was damaged. The damage occurred sometime between August, 1862 and May, 1863. Item 19 is a Pensacola marking—note that it reads "FLA." rather than "FLO." but is otherwise very similar—first shown to us on a cover belonging to Philip Baker. Len Persson has shown us another, and the one traced is from the Period Editor's material. The latter two covers are probably post war, but we believe the Baker cover may be of late wartime date. The Item 18A type has been recorded as being in use until July, 1864. Can anyone provide better dating of these markings?

WARRINGTON

Items 20 and 21 illustrate markings appearing on a cover which has to be of 1866 vintage, as the East and West Gulf Blockading Squadrons were not combined into the Gulf Squadron, during the post war reduction of naval forces, until in June of 1865. Warrington, which was actually the site of the navy yard at Pensacola harbor, is shown in the records in the National Archives to have had its post office discontinued on April 6, 1863, and reestablished on Jan. 8, 1866. As the 1862 *List of Post Offices* shows Warrington to be suspended, rather than discontinued, it is quite doubtful that wartime dated covers from Warrington exist.

FERNANDINA

Fernandina fell to Federal forces on March 4, 1862. Its capture was the continuation of a campaign to seize and occupy Confederate ports. The theory of the campaign was that the blockaders needed ports from which to work, and also that capturing ports, if possible, constituted more positive ways to close ports than blockades could ever achieve.

Prior to the war, Miss Eunice P. Brownson had been appointed to be postmaster on April 28, 1860. The post office is listed as being open in the 1862 *List of Post Offices*, and is shown in National Archives records to have been discon-

tinued on Oct. 15, 1862 and reopened on April 27, 1863, with William C. Merrill as postmaster.

Item 7 of the plate of Florida markings shows the only wartime Fernandina marking in our records, this being the standard large double circle duplexed with a target killer. No covers from the 1862 period have as yet been located or reported. The earliest example recorded by the writer of item 7 is of Oct. 20, 1863.

JACKSONVILLE

Although Fernandina was held throughout the war in at least some strength, Jacksonville, being slightly inland on the St. John River, was considered a rather exposed position, and was held only for about a month, in early 1862 and again for about a month, in 1863, prior to being evacuated. In a letter from Brig. Gen. H. G. Wright to higher headquarters dated April 3, 1862, and written from Jacksonville, it was suggested that postmasters be appointed for Fernandina, Jacksonville, and St. Augustine, and such was apparently done very shortly. However, we have no evidence to date that the Fernandina post office ever really operated until in 1863, and it is nearly certain that the Jacksonville office did not operate until in 1864. According to the records in the National Archives, Calvin L. Robinson was appointed postmaster on April 9, 1862, and Edward H. Reed was appointed on February 7, 1864.

It should be pointed out, perhaps, that the apparent discrepancy between the records of post office establishments and discontinuances in the National Archives, and what apparently actually happened, as proved by existing covers, letters, and plain historic fact, clearly recorded, should not be bothersome. Sometimes such appointments, as listed in the Archives records, were apparently a confirmation of a situation that had existed for some time. Other appointments, particularly those early in the war, although listed in the Archives, actually do not reflect anything more than an intent to reopen a post office that really remained closed to Federal usage for considerable time after the date of the appointment. Early in the war, it was thought by most officials of both North and South, that the war would not last very long; and so, why not, once a town was retaken, reopen the post office and go on as before?

Jacksonville is an excellent example of this. Wright suggested that the post office be reopened, on April 3, 1862, Jacksonville having been occupied by his troops on March 12 of that year. According to the Archives, a new postmaster was appointed on April 9, 1862—too soon to have been a result of Wright's recommendation, although the latter's suggestion probably reflected the current state of mind on such matters. However, on April 7, Wright's commanding officer

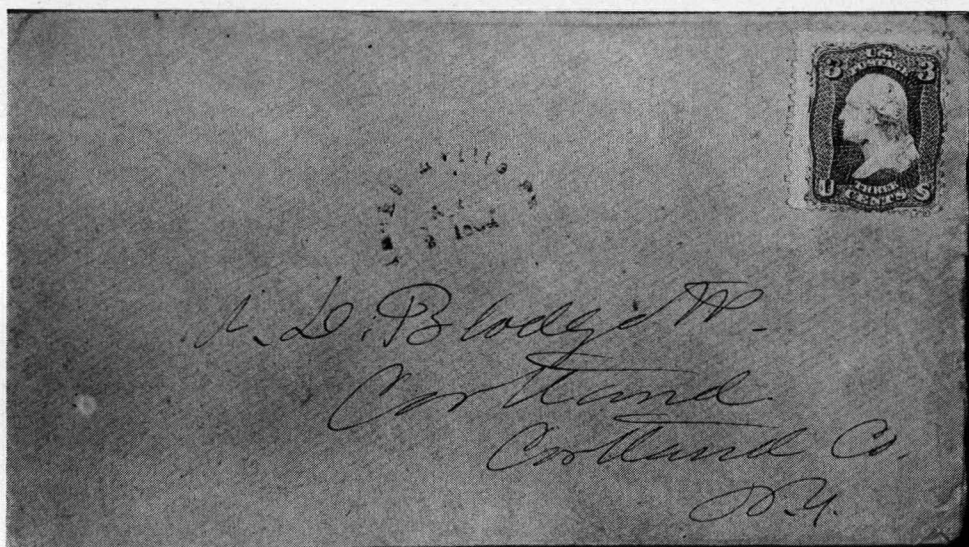


Figure 4.
The Jacksonville "provisional" marking on cover, April 20, 1864.

ordered him to evacuate Jacksonville as untenable; and on April 9, Federal troops evacuated Jacksonville, not to return for almost a year!

The earliest known Federal occupation marking for Jacksonville is shown as item 8, of the plate of Florida markings. Only a very few of these have been recorded, and none are very clearly struck. The marking was actually struck on April 20, 1864, if the enclosed letter in the cover (shown as Fig. 4) is any criterion, being dated April 19th. Item 9 shows the more conventional double circle marking, which was in use in June, and possibly, May, of 1864, so the "provisional" marking of Fig. 4 may not have been in use much more than a few weeks. The double circle was still in service in Nov., 1864, and the duplexed small single circle, struck in blue, shown as Item 10 on the plate may have been used by the end of January, 1865. We have no record of year dated covers with this marking, however.

SAINT AUGUSTINE

St. Augustine was reoccupied by Federal troops in mid-March of 1862, and probably remained in Federal possession throughout the war. The post office was reestablished on April 4, with Manuel Medicis as postmaster. Medicis was succeeded by James W. Allen on May 7, 1862. Two types of St. Augustine markings exist, one being shown as item 11 of the plate of Florida markings. The other, the conventional large double circle type, was apparently used late in the war, and we do not have one available at this time for tracing.

Covers from St. Augustine are not common, for usually only a few companies

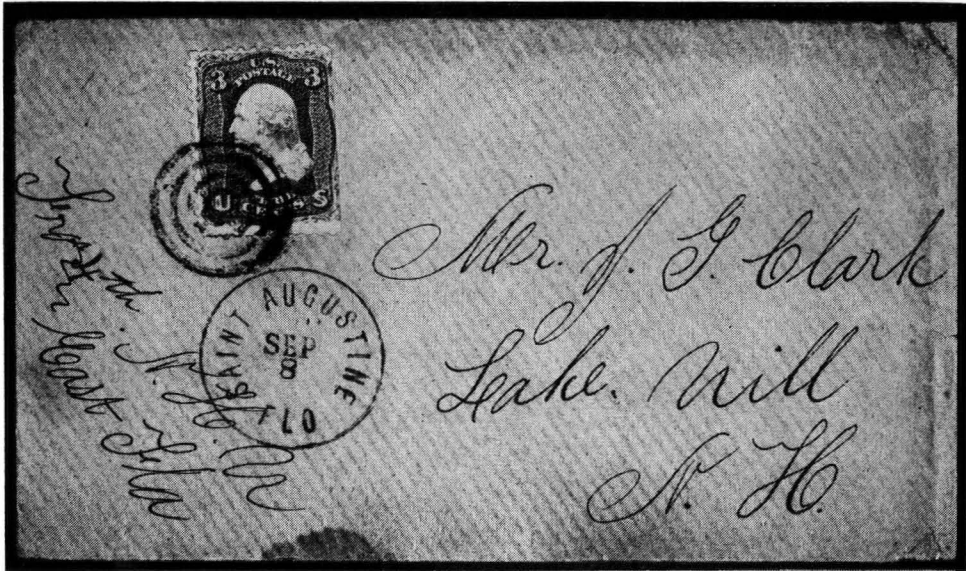


Figure 5.
From a member of the "4th New Hampshire Volunteers, East Florida," St. Augustine, Fla., Sept., 1862.

of Federal troops were located in the town. The cover shown as Fig. 5 is a nice example showing the early marking. It is endorsed at the left as "From 4th N.H. (New Hampshire) Volunteers, East Florida, which identifies the year the cover was sent to have been 1862.

To the best of the writer's knowledge, this article lists all known Florida Federal occupation markings of the war period. Obviously, it is easier to pin down the earlier markings than the later as being of war period. Most of the small double circles were used in 1863 or earlier; the large double circles did not come into use until mid-1863, and the small single circle markings are very late 1864 at the earliest. Most of the latter are very difficult to prove as having been used of war date. Few were used on unpaid soldier's letters, so that the military unit from which they were sent cannot be identified; the easiest method of dating an otherwise uncertain marking.

Information or reports better establishing the dates or markings not known to the writer will be much appreciated. We would particularly like to thank George N. Malpass and Arthur H. Bond for information used in this article.

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Footnotes

¹ However a letter from Captain J. W. Brannan, at Fort Taylor (Key West), dated Jan. 15, 1861 and addressed to the Adjutant General, Dept. of the East, comments "Mail facilities having ceased through Florida, all orders for this post should be sent via Havana from New York through the American Consul." Can anyone report any covers with Florida postmarks during the period of Jan. through March of 1861?

² Vol. 27, Series I, ORN, page 356.

³ Montgomery Blair letter books, No X-6, pp. 45.

⁴ From P.O. Journals, Vol. 50, pages 537 and 680.

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.

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

1 — Remele Catalog—Addenda

(a) The R 4-f variety discussed in *Chronicle* 68 seems to have sufficient reports to list as a major variety having semi-circular marking without the arc below. Thanks to Agents Waite and Wynn for their assistance.

R 4-i: *Rail.Road*. Semi-circle (no arc), red 1838-1840 (Used on Syracuse & Utica; Utica & Schenectady and Mohawk & Hudson Railroads). Note: The evidence to date indicates that marking R 4-f with arc is only observed from 1841 on. See illustration.

(b) Mr. Roger Lawrence submits an interesting cover-stamped envelope U5 bearing B 7-b in black addressed to Princeton, N.J. but having a second marking 34 mm. black, *Lambertville—B.D.R.R.—2d Line* (See Fig. 2). Cover dated 1856 and the Lambertville marking is probably an originating corner card usage. See Remele B 7-S for a similar station marking on Belvidere Delaware R.R. with use of 2d Line.

(c) Route Agent Funk submits an interesting stampless cover with manuscript Paid 5 addressed to Goshen, Orange Co., N.Y., and bearing what appears to be a manuscript marking *M.W.E.R.R.—Sept. 18* (See Fig. 3). Letter headed Southfields Furnace (N.Y.) Sept. 18, 1845. Monroe Works was a station on the Erie Railroad at or near present town of Southfields, (N.Y.), so the marking may be Monroe Works, Erie Railroad. If so, it is the earliest station marking to be discovered. Reports of any similar markings and comments of our readers are invited.



R4-i



Fig. 2

Fig. 3

2 — Towle-Meyer Catalog

Through the courtesy of Messrs. Bacharach, Bower, Call, Fingerhood, Funk, Gallagher, Germon, Haas, Hartman, Heard, Hubbard, Leet, Ozment, Skowlund, Waite, Walton, Edward Willard, John Willard and Wyer we present the following new information and addenda:

- 91-B-1 Add date 1877.
- 91-C-1 Add date 1879.
- 136-A-1 Add WYD 1883.
- 243-S-1 blue—Add WYD 1880.
- 436-A-2 Add WYD 1886.
- 630-B-1 Add WYD 1888.
- 708-S-2 Add WYD 1863.
- 748-A-1 Add color—black.
- 751-S-1 Add color—blue.

- 843-F-2 Add WYD 1880.
 866-E-1 Add WYD 1883.
 869-C-2 Add color—black.
 952-A-1 Add color—blue.
 955-A-2 Add date 1877.
 955-B-1 Add WYD 1882.

Addenda—Plate XXIII

Maryland

274-S-29a: 30½ x 21 oval, blue, WYD 1869. 30 (Baltimore & Ohio).

West Virginia

278-S-1a: 33-23 x 25½-15½ D. Oval, blue, WYD 1883. 15. (Baltimore & Ohio).

Virginia

- 302-H-1: 25½ black, Sixties. 20. (Orange & Alexandria).
 302-I-1: 26½ black, WYD 1883. 3. (Washington & Charlotte Fast Mail).
 302-S-5: 23½ blue, WYD 1874. 18. (Washington City, Virginia Midland and Great Southern).
 305-Q-2: 25½ magenta, Banknote. 4. Star killer. (Washington & Petersburg).
 305-W-1: 26½ black, WYD 1883. 1 (Richmond & Wilmington).
 305-W-2: 27 black, WYD 1886. 1.
 305-X-1: 27 black, WYD 1885. 3. (Washington & Richmond Fast Mail).
 311-K-1: 27½ black, WYD 1883. 2. Partial. (Norfolk & Lynchburg).
 311-S-1a: 30½ black, early Sixties (Confederate). NCS. 30. (Virginia & Tennessee).
 319-E-1: 29½-20 D. Circle, blue, WYD 1877. 10. (Local agent).

South Carolina

- 340-I-2: 25 black, Banknote. 12. (Wilmington, Columbia & Augusta).
 340-J-1: 26 black, 1866. 15. (Wilmington & Kingsville).
 340-K-1: 23½ black, Sixties. 18. (Northeastern R.R.).

Georgia

359-C-2: 26 black, 1881. 5. (Macon & Brunswick).
Catalog Route 362: Eatonton-Gordon, Ga. Central Railroad & Banking Co. of Georgia.

Route Agents: Eatonton-Gordon, Ga. 1881, 82, 83-1 clerk (38 miles).

Markings: 362-A-1: 27 black, 1883. 10.

Mississippi

424-B-3: 26 blue, Banknote. 6. (Vicksburg & Meridian).

Arkansas

- 456-S-3: 34 black, Sixties. 35. (St. Louis & Iron Mountain).
 456-S-4: 28½-20½ D. Circle, blue, WYD 1873. 12. (Cairo & Fulton).

Texas

Catalog Route 471: Denison-Taylor, Tex. Missouri Pacific R.R.

Route Agents: Denison-Ft. Worth, Tex. 1881-1 Agent; Denison-Waco, Tex. 1882-3 Clerks; Denison-Taylor, Tex. 1883-4 Clerks (259 miles).

Markings: 471-A-1: 27 black, WYD 1886. 8. (Denison City & San Antonio).

Tennessee

502-A-3: M. & C.R.R., manuscript, 1856. 12. (Memphis & Charleston).

PLATE XXIV

Kentucky

526-E-1: 27 black, WYD 1881. 3. (Cincinnati & Memphis First Division).

Ohio

- 550-D-2: 26 blue, Banknote. 4 (Kent & Cincinnati).
 550-D-3: 26 blue, Banknote. 4.
 550-S-1: 29 black, WYD 1867. 15. (Atlantic & Great Western).
 554-F-1: 26 blue, Banknote. 3. Complete tracing.
 556-F-2: 25½ black, 1883. 2. (Indianapolis & St. Louis).
 556-F-3: 25½ blue, 1875. 4.
 558-F-1: 25½ magenta, Banknote. 9. (Niles & New Lisbon).
 559-G-3: 27½ Open Circle, blue, WYD 1875. 5. Time. (New York & Chicago).
 560-L-1: 25 black, Banknote. 12. Partial. (Pittsburgh, Ft. Wayne & Chicago).
 561-S-6: 26½ blue, WYD 1872. 10. (Pittsburgh, Cincinnati & St. Louis).
 561-T-1: 25½ black, 1877. 2. (Pittsburgh & Cincinnati).
 567-G-2: 27½ black, WYD 1884. Negative E killer. 2. (Grafton & Chicago Eastern Division).
 577-C-2: 26 blue, Sixties. 12.
 586-B-1: 26½ black, WYD 1886. 4. (Toledo, Thurston & Columbus).
 588-B-1: 27½ black, 1882. NCS. 3. (Logan & Pomeroy).

Michigan

623-G-1: 25½ black, Banknote. 10. Complete tracing.

Minnesota

870-B-1: 26½ black, Eighties. 3. (Heron Lake & Pipestone).

Kansas

911-A-2: 27 black, Banknote. 10. (Atchison, Topeka & Santa Fe).



274-S-29a



278-S-1a



302-H-1



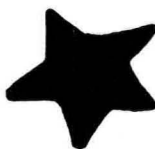
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302-S-5



305-Q-2



305-W-1



305-W-2



305-X-1



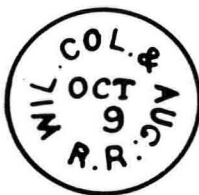
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311-S-1a



319-E-1



340-I-2



340-J-1



340-K-1



359-C-2



362-A-1



424-B-3



456-S-3



456-S-4



471-A-1

*M & C R R
July 21*

502-A-3



526-B-1



550-D-2



550-D-3



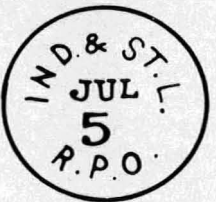
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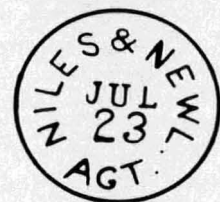
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556-F-2



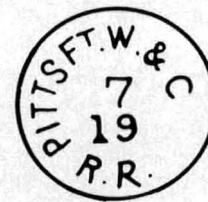
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558-F-1



559-G-3



560-L-1



561-S-6



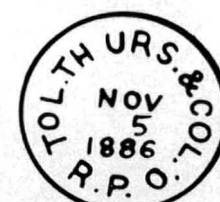
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567-G-2



577-G-2



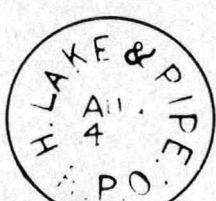
586-B-1



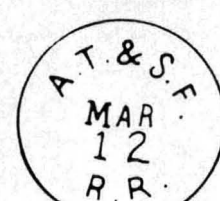
588-F-1



623-J-1



870-E-1



911-A-2

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

REGISTRATION OF MAIL TO FRANCE IN 1869

GEORGE E. HARGEST

None of the original postal conventions signed by the United States prior to those which became effective in 1868 provided for the registration of mail. Soon after domestic registration of letters was established by the Act of 3 March 1855, however, additional articles to the U.S.-Bremen, the U.S.-British, and the U.S.-Prussian closed mail conventions were signed which provided for registration of letters to Great Britain and the states of the Austrian-German Postal Union. Later, in 1863, additional articles providing for registered letters were signed with Hamburg. No additional articles providing for the registration of letters were signed to the 2 March 1857 convention with France.

In 1867 the Hon. John A. Kasson, first assistant Postmaster General of the United States, was sent to France as a special commissioner of the Post Office Department to negotiate a new postal convention with France. His negotiations with the French failed completely, but he stayed on in Europe and negotiated new postal conventions with Great Britain, Belgium, the Netherlands, the North German Union, Switzerland, and Italy.¹ In each of these new conventions, the registration of letters was provided for, and the transit provisions of the conventions with Great Britain and the North German Union allowed registration of letters to the countries for which Great Britain and the North German Union acted as intermediaries. Thus, by the middle of 1868, the registration of letters was possible to all countries in Europe with the exception of France and a few Turkish towns.

Although Kasson had left France feeling his task was a futile one, some negotiations continued through the resident ministers in each country (they were not called "Ambassadors" at that time). On 8 January 1868, the United States Post Office Department gave the French the required notice to terminate the convention of 2 March 1857 as of 1 February 1869. Later, at the request of the French Post Office, it was prolonged to 1 April 1869. On 6 March 1869 John A. J. Creswell became Postmaster General, and he decided to make one more attempt to negotiate with the French. The Hon. Alexander Ramsey was sent to Paris for that purpose.² By mutual consent the convention of 2 March 1857 was extended to 1 January 1870. Sometime about the middle of 1869 the United States and France agreed upon a method of registering letters to France.

The tables of postages to foreign countries published in the *U.S. Mail and Post Office Assistant* were set in a new format beginning with the issue of January 1868. Among other changes made was an additional column headed, "Reg. Fee for Reg'd Letters and other Postal Packets." For France this column remained blank until the issue of August 1869 when there appeared a footnote reference in the form of an *i*. The footnote indicated stated, "See 'Registration to Foreign Countries' inside pages." On page 2 the following is found:

FRANCE, ALGERIA, CORSICA, BOURBON, NICE AND SAVOY.—*Postage on Registered Letters*: 8 cents per quarter ounce and 10 cents per half ounce additional. *Registration Fee*: 8 cents per quarter ounce, and 8 cents additional on *each letter*, irrespective of weight.

This editor believes that postal historians have generally held that registration of mail to France was not possible during the life of the 2 March 1857 convention. He also believes that the above rates are here published in the philatelic press for the first time. While he has seen many covers to France during this period that bear postage that could not be explained, he does not recall seeing a cover that bore the above rates. It must be stated, however, that had he seen one, it is doubtful that he would have recognized it for what it was.

The strange thing about the above rates is that they indicate that registered

letters were sent in British mail and not in French mail. British mail to France was sent to England under the U.S.-British convention, and in 1869, the U.S. share of the postage was 10c per half ounce. Letters were forwarded from England to France under the Anglo-French treaty of 1856. The international rate between Great Britain and France was 4*d.*, or 40 centimes per 7½ grams or per quarter ounce. This amounted to 8 U.S. cents per quarter ounce.³ By article XVII of the Anglo-French convention;

"The inhabitants of the 2 countries may send registered letters from one country to the other, and, as far as it shall be found practicable, to the countries the correspondence of which shall be transmitted through the respective Offices.

"The postage of registered letters must be always paid in advance as far as the place of destination, and shall be double that of ordinary letters."

The Anglo-French registration fee was, therefore, also 8 cents per quarter ounce. The table of postages to foreign countries published in the August 1869 issue of the *U.S. Mail and Post Office Assistant* shows the registration fee on letters to Great Britain to be 8 cents.

These registration rates may now be stated as in Table I:

| Postage | Not over ¼ ounce | | | Not over ½ ounce | | |
|---------------------------------|-----------------------|------------------------|------------|-----------------------|------------------------|------------|
| | U.S. share (retained) | British share (credit) | Total Rate | U.S. share (retained) | British share (credit) | Total Rate |
| U.S. sea and inland | 10c | | 10c | 10c | | 10c |
| U.S. registration fee | 8 | | 8 | 8 | | 8 |
| Anglo-French postage | | 8c | 8 | | 16c | 16 |
| Anglo-French registration | | 8 | 8 | | 16 | 16 |
| Totals | 18c | 16c | 34c | 18c | 32c | 50c |

This is in the nature of *pure* research. This editor has never seen a cover showing these rates or markings, and it is possible that none exists. Since, however, some collectors are breaking up covers on the basis of their present knowledge, it is deemed wise to publish it. It might prevent the destruction of a very rare cover.

When Postmaster General Creswell did not make the prepaid British mail rates available to France on 1 January 1870, the registration of mail to France also ceased. The June issue of the *U.S. Mail and Post Office Assistant* (and perhaps earlier issues) on page 3 states:

"Until January 1, 1870, letters could be registered on prepayment of certain special rates to France, Algeria, Corsica, Bourbon, Nice and Savoy; also to Alexandretta, Tangiers and Tunis. This, however, cannot be done at present."

On 1 November 1871, Postmaster General Creswell made the prepaid British mail rates available on letters to France, and sometime thereafter registration to France by British mail was again allowed, at least by February 1873. The rates, however, now conformed with those of the new U.S.-British convention, effective 1 January 1870, and the new Anglo-French convention, effective 1 July 1870. As published in the *Postal Guide* (1 July 1873) they were:

"Not over ⅓ oz., 16c; not over ½ oz., 28c; not over ¾ oz., 32c; not over 1 oz., 44c. Registration fee per letter, 8c, additional."

These rates were divided as in Table II:

| Ounces | Not Over | Postage shares | | | Total Postage | Registration fees | | Total Prepayment |
|--------|----------|-----------------|------------------|-----|---------------|-------------------|---------------|------------------|
| | | U.S. (retained) | British (credit) | | | U.S.# | Anglo-French* | |
| — | 1/3 | 4c | 6c | 10c | 8c | 6c | 24c | |
| 1/3 | 1/2 | 4 | 12 | 16 | 8 | 12 | 36 | |
| 1/2 | 2/3 | 8 | 12 | 20 | 8 | 12 | 40 | |
| 2/3 | 1 | 8 | 18 | 26 | 8 | 18 | 52 | |

Retained by U.S.

* Credited to Great Britain

Although no cover has been seen bearing the rates shown either in Table I or Table II, it is not unlikely that they would be marked either "Registered" or "Charge" or, perhaps, bear both markings. If any collector has a cover that shows any of the above rates, would he please report it to this editor.

Footnotes

¹ See George E. Hargest, *History of Letter Post Communication Between the United States and Europe, 1845-1875*, pp. 148 and 164.

² *Annual Report of the Postmaster General for 1869*, p. 15.

³ Article XIII of Anglo-French convention of 1856—See Hargest, *op. cit.*, p. 64.

AMERICA'S FIRST POSTAL CONVENTION BETWEEN THE UNITED STATES AND NEW GRENADA, MARCH 6, 1844 GEORGE E. HARGEST

In 1844 William M. Blackford was United States *Charge d'Affaires* at Bogota, New Grenada. He learned that the negotiations between Great Britain and New Grenada concerning passage of the Isthmus of Panama had failed, and New Grenada let it be known that they would entertain an offer of agreement by the United States. Blackford had no instructions and no authority to enter into such an agreement, but he considered the interests of the United States were vitally involved, and that the offer would not remain open long. He, therefore, without full powers, negotiated and signed a postal convention with New Grenada which laid the groundwork for the Panama transit. It was signed at Bogota on 6 March 1844. Blackford's action was upheld. President Tyler submitted it to the Senate on 13 May, and the Senate consented on 12 June. It was ratified by the United States on 28 June, and by New Grenada on 1 December. Ratifications were exchanged on 20 December at Bogota. It was proclaimed on 22 February 1845.¹

The Pacific Steam Navigation Company (British) began to run between Valparaiso and Callao in 1840, but in 1846 extended its service to Panama.² It was, therefore, able to connect with the steamers of the Royal Mail which ran to Chagres by the "Panama Overland." At the time the above treaty was framed mail steamers were not running to Panama, and transit provisions, although implied, were not specifically provided.

Because this editor has found no reference to this treaty in the philatelic press, or in the works dealing with the Panama route, he feels that the entire treaty should be reproduced. Other collectors specializing in another area may find it useful. He also feels that portions of Blackford's long letter of transmission, which accompanied the treaty should be reproduced:

"Postal Convention between the United States of North America and the Republic of New Grenada

"The Republics of the United States of North America, and of New Grenada, being desirous of drawing more closely the relations existing between the two countries and of facilitating the prompt and regular transportation of the correspondence of the United States across the Isthmus of Panama, have agreed to conclude a Postal Convention—for which purpose, his Excellency the President of the United States named, as Plenipotentiary, William M. Blackford, their Charge d'Affaires at Bogota, and his Excellency the President of New Grenada, Joaquin Acosta, Colonel of Artillery and Secretary of State for Foreign Affairs—who have agreed upon the following articles.

Article 1

"The Packet vessels of war of the Republic of the United States will disembark at Chagres or Porto-bello, the sealed bag or packet, which may contain the letters and newspapers, destined to cross the Isthmus of Panama, which said bag or packet shall be delivered to the postmaster, of one or the other of these places, by whom it shall be forwarded to Panama, for the consideration of thirty dollars for each trip—provided the weight of the bag or packet should not exceed one hundred pounds, and in proportion of twelve dollars more for each suc-

ceeding hundred pounds, which sum shall be paid though the excess should not amount to one hundred pounds.

Article 2

"With respect to the letters and newspapers the said vessels may have on board, which shall not be intended to cross the Isthmus, but to be delivered to any point on the Atlantic coast of New Grenada, the practice, established conformably to the New Grenadian rates of postage, shall be continued.

Article 3

The Consul, or other Agent, of the United States at Panama shall receive the bag, unopened, and, after delivering to the Post office all correspondence, except letters to himself, directed to other points of the Grenadian Territory, (which correspondence shall be subjected to the usual rates of postage established in New Grenada), he shall retain the remainder to be forwarded to its destination as soon as an opportunity occurs.

Article 4

"The Post Office at Panama will charge itself likewise with forwarding the mail bag or packet, which it may receive from the Consul or other Agent of the United States, to the Post office of Chagres or Portobello, at which place it shall be delivered to the Consul, or other Agent of the United States, or, in their default, to the Commander of the vessel of war, calling for it, under the same conditions stipulated in the 1st Article.

Article 5

"The Consul, or other Agent of the United States residing at Panama, shall be the person whose duty it is to pay for the carriage of the bag, across the Isthmus, as well when he receives it from the Post office at Panama after it has crossed the Isthmus, as when he delivers it to said Post Office to be sent to Chagres or Portobello.

Article 6

"The said packet vessels which shall be or may be established, will bring to the Ports of New Grenada at which they may touch—and will also take from them to those of the United States—all official and private letters and newspapers, without any compensation whatever—Grenadian vessels will be subject to the same conditions if, at any time, it may be thought advisable to contribute with them to the establishment of a line of packets between the ports of the United States and those of New Grenada.

Article 7

"The packet vessels of war of the United States will also carry, free of charge, all the official and private letters and newspapers, which may be delivered to them, from one port of New Grenada to another at which they may touch.

Article 8

"If the Government of the United States should think fit to employ steamers, as packets, between New Grenada and the said United States—the coals which may be brought for use of such vessels shall then enjoy, in the Grenadian Ports, the same exemptions, as to introduction and deposit, which may have been granted in said ports to the coals destined for the steamers of any other power.

Article 9

"The Republics of the United States and of New Grenada, being desirous of avoiding all interpretacions [sic], contrary to their intentions, declare, that one or the other power may enjoy, from the foregoing stipulations, are and ought to be understood in virtue and as compensation of the obligations they have just contracted in the present postal convention.

Article 10

"For the purpose of carrying into effect the provisions of the present Convention as soon as possible, the two high contracting parties have agreed, that said provisions shall begin to be enforced immediately

after the Governor of the Province of Panama has official knowledge that the present convention has been ratified by the Government of New Grenada, and that the Consul, or other agent, of the United States shall have communicated to him that it has been also ratified by the Government of that Republic.

Article 11

“The present Convention shall remain in force and vigor for the term of eight years, to be counted from the day on which the exchange of the ratifications may be made—which shall take place in Bogota as soon as possible—and shall continue in the same force and vigor for another term of four years more; and so on, always for another term of four years more, until one of the two Governments shall give the other six months notice of its wish that the same shall terminate.

“In faith whereof the Plenipotentiaries of the two Republics have signed and sealed the present Convention in Bogota, on the sixth day of the month of March, in the year of our Lord one thousand eight hundred and forty-four.

Wm. M. Blackford [Seal]
Joaquin Acosta [Seal]”

A year earlier, by the act of 3 March 1843, there had been appropriated:³

“For defraying the expenses attending the conveyance and forwarding, by land, and of the receipt and delivery, of mails, letters and despatches at and between Chagres and Panama, including the compensation to the agent of the United States at each of said places for the above purposes, one thousand dollars, to be expended under the direction of the Secretary of State.”

In his letter of transmittal, Blackford states:⁴

“. . . Impressed with the importance of securing, upon equitable terms, the agency of the Grenadian Post in carrying the mails, and believing that the present was a favorable moment, for the attainment of this object, I determined, after mature reflection, though not specially instructed to do so, to enter upon negotiation. I therefore presented a memorandum of an argument on the subject. It was considered fair and liberal and was acceded to without any alteration, and upon its basis a Convention—which I have the honor herewith to transmit—was framed, and signed on the 6th. Inst.

“The sum, stipulated to be paid for the transportation of each mail, is less than that which it would cost to despatch it by special messenger—and even if it were not, the convenience and greater speed and safety of transmission by the Post, would be more than equivalent to the additional expense. In no country, is the mail considered so sacred as in this—nor, having respect to the physical obstacles, is there any in which it is carried with more regularity. Though large sums, in specie, are constantly remitted, there has never occurred but one instance of robbery of the mail, and that was perpetrated, by a Guerrilla Chief, at the head of the military corps.

“You will observe that the bag is not to be opened by the Grenadian authorities, but to be handed to the Consul, or other agent of the United States, and that the agency of the Post is confined to its transportation from Chagres to Panama and from Panama to Chagres. The maximum weight stipulated is, perhaps, sufficient to cover any amount of correspondence which may occur for some time. Should it not, however, I have provided that the excess shall be charged at a very moderate rate.

“Aware that the establishment of a line of Packets, by the Government, was not with the view to profit, and that the vessels to be employed would be ships of War, I had no hesitation in agreeing that the Grenadian mails should be carried from one port of this country to another, or to the United States, free of charge. This liberality—whilst it will be attended with no inconvenience on our part—is highly appreciated by this Government, inasmuch as a Postal Convention just concluded

here by the Charge d'Affaires of France, stipulates that the French Packets are to receive half the rates of the Postage now established, for carrying letters between the ports of the country—By the same Convention, it is provided that a postage of one Real—or twelve and a half cents—is to be charged on each single letter, continued in the French mail, carried across the Isthmus by the Grenadian Post. I need not indicate to you, the greater liberality of the provisions of the Convention inclosed. . . .

Kemble⁵ points to a treaty between New Grenada and the United States of 12 December 1846, by which New Grenada promised the United States “the right of way and transit across the Isthmus by any means then existing or which might come to exist in the future.” This treaty did not supersede the treaty of 6 March 1844. Vessels of war would still bring mails to Chagres or Porto Bello, whence the Grenadian Post would convey them to Panama and deliver the closed bags to the United States’ consul, or other agent. The treaty of 12 December 1846, however, did make it possible for the United States to convey, and to contract for the conveyance, of its mails across the Isthmus.

By an act of 3 March 1847, the Navy Department contracted for a semi-monthly steamship service between New York and New Orleans, with calls at Charleston, Savanna and Havana; and a branch service from Havana to Chagres. The compensation was not to exceed \$290,000 a year.⁶ The contract finally rested with the United States Mail Steamship Company, whose steamships were a long time building. The service was inaugurated by the *Ohio*, which sailed from New York on 20 September 1849, for New Orleans, via Havana, whence passengers and mail were sent to the Isthmus. On 28 January 1850, the *Georgia* sailed from New York for Chagres direct, with calls at Havana for coal.⁷

Packet rates of postage were provided for this service. The *American Almanac* for 1850 (rates as of 1849) states on page 160;

“The postage on single letters, not exceeding half an ounce in weight, from any part of the United States to Havana, or any part of Cuba, is 12½ cents; to Chagres, 20 cents; to Panama, 30 cents, all to be prepaid. On letters for any South American port on the Pacific, or for the Sandwich Islands, the postage to Panama only is to be prepaid.”

The cover illustrated as Figure 1 is a photograph presented through the

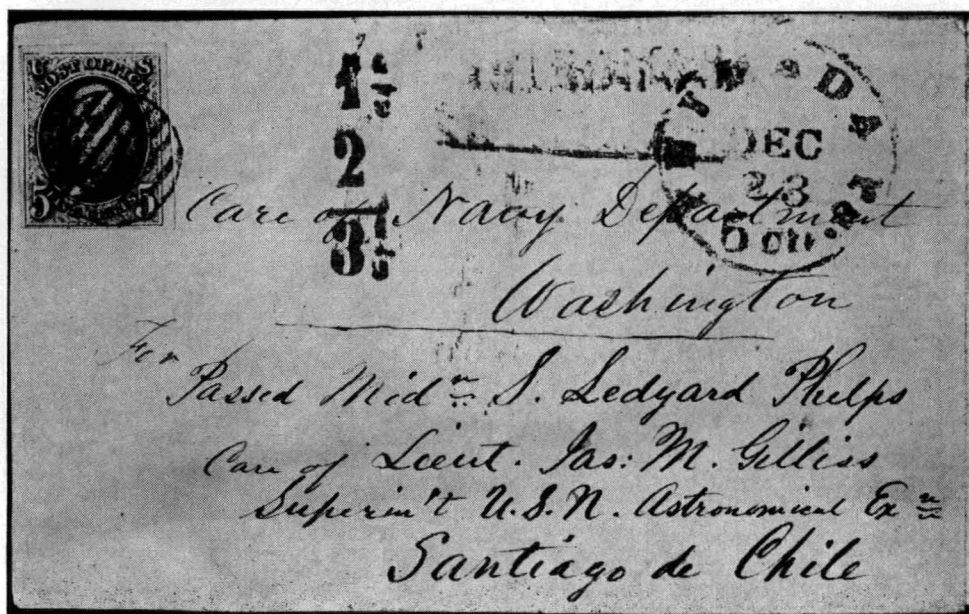


Figure 1

This cover was sent to Washington, where the Navy Department forwarded it to Panama by a vessel of war, whence it was sent by a ship of the British Pacific Steam Navigation Company to Valparaiso under terms of the 6 March 1844 convention with New Grenada, America's first postal convention.

courtesy of Mr. Creighton C. Hart, editor of the 1847 section of the *Chronicle*, who says he does not own the cover. It will be noted that the cover is addressed, "Care of the Navy Department/Washington/For Passed Midⁿ. S. Ledyard Phelps/Care Lieut. Jas. M. Gillis/Superin't U.S.N. Astronomical Exⁿ/Santiago de Chile." It bears a blue circular "PHILADA PA./5CTS" marking with the date of 23 December, and a 5c 1847 stamp tied to the cover by a blue seven-bar grid. On a colored slide also sent through the kindness of Mr. Hart, there is the notation that the year is either 1849 or 1850. By 23 December of either of these years steamers of the United States Mail Steamship Company were plying to Chagres. If this letter had been intended to be sent by these steamers, it would have borne a prepayment of 30 cents. Instead, the postage was paid from Philadelphia to Washington, a distance of under 300 miles. The Navy Department evidently forwarded the letter by a vessel of war to either Chagres or Porto Bello under terms of the 6 March 1844 treaty. The closed bag was evidently forwarded to Panama where the U.S. consul or other agent marked the cover with the amount of postage paid by him. It would appear that the New Grenadian postage was 1½ reals, and the postage by the British line to Valparaiso was 2 reals, and total postage was 3½ reals. The New Grenadian treaty with France had prescribed a postage of one real, but this was undoubtedly for a letter of a quarter ounce or 7½ grams. It is not unrealistic, therefore, to assume that it was 1½ reals for a half ounce letter. While the postage charged by the British for conveyance to Valparaiso in 1849 or 1850 is not known, it is known that it was 1 shilling (24 cents) in 1853.⁸ It is not unlikely, therefore, that it was also the same amount at the time this letter was forwarded. Since the real was worth 12½ U.S. cents, it is not unlikely, also, that the shilling was equated to 2 New Grenadian reals.

At this point, however, the analysis breaks down and there are some unanswered questions. The rate markings are applied in red, and there is an illegible marking to the right of these, also in red, and evidently applied at the same time. It would be most helpful to know what this marking is, and if any collector has seen a clear strike of it that he can recognize as being the same, would he please let this editor know what it is. There is no due marking for Chilean postage. Chilean postage must have been charged from Valparaiso to Santiago. As early as 1857 it is known that this postage was 25 centavos per single rate. What it was in 1849 or 1850 is not known and why there is no due marking is a mystery. Of course, in this early period in some countries postage was collected, either as prepayments or postage due, without marking the cover. It is also possible that Chile and New Grenada had an arrangement whereby 2 reals paid the rate to destination. The last question is whether Passed Midshipman Phelps had to pay postage upon receipt of the letter. If any collector has information that might complete the analysis of this cover, this editor would be grateful indeed to hear from him.

This is, indeed, a beautiful cover and the only example noted by this editor that fell under the terms of the U.S.-New Grenada postal treaty of 6 March 1844, the first postal convention entered into by the United States with any foreign country.

Footnotes

¹ U.S. Department of State, *Treaties and Other International Acts of the United States of America*, vol. 4, document 105, pp. 529-534.

² Gibbs, C. R. Vernon, *British Passenger Liners of the Five Oceans*, pp. 438-439.

³ *5 Statutes at Large* 643.

⁴ Department of State, *Treaties*, pp. 536-537.

⁵ Kemble, J. H., *The Panama Route*, p. 3.

⁶ *Ibid.*, p. 13.

⁷ *Ibid.*, p. 38.

⁸ *16 Statutes at Large* 811.

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 70

The cover shown in May was mailed at Huntsville on February 14, 1858, prepaid six cents. This had been the rate to California from July 1, 1851, through March 31, 1855, when the rate had been raised to 10 cents. Effective the same date, complete prepayment was required; from January 1, 1856, prepayment by stamp or stamped envelope was obligatory for mail of U. S. origin. Under the regulations a letter could not be transmitted until the deficient postage was supplied by the sender or addressee; if a month elapsed without receipt of postage, the letter was sent to the Dead Letter Office. In this case the sender, obviously known to the Huntsville postmaster, was notified, and the necessary four cents in stamps added on the day following the original mailing.

When the letter reached California, Dr. Dewoody was no longer at San Francisco, so the letter was readdressed to Marysville. The rate from San Francisco to Marysville was three cents since the distance was under 3,000 miles, this amount being paid by the strip of three of the 1c 1851.

A puzzling element is the point at which the strip of three was applied, as Josie Stultz pointed out in a detailed commentary on the cover. At this date mail could be forwarded from the original destination either prepaid or unpaid without penalty at the rate in force to the new destination. If the strip was affixed before forwarding, a pen cancellation from a large office like San Francisco is odd, and even more startling is the absence of a San Francisco postmark. It has not been possible to determine whether there are any markings beneath the strip. If the cover was forwarded unpaid, it should still show a San Francisco postmark and some form of "due 3" notation. One other possibility is that it slipped through the San Francisco Post Office without being rated or postmarked, and that the Marysville postmaster applied and cancelled the strip on receipt to justify the collection of three cents from the addressee.

Readers interested in the many problems and complexities associated with forwarded mail are referred to Mrs. Stultz's fine article in the 1965 *Congress Book*. Mel Schuh also furnished a solution for the problem.

PROBLEM COVER FOR THIS ISSUE



The new problem cover is from the collection of Robert Schoen of Saginaw, Mich. It is a stampless cover datelined New York, Feb. 6, 1850. It was mailed at Cohoes, N. Y., near Albany, addressed to Ann Arbor, Mich. The postmark

"COHOES N. Y. FEB 14" is in red. At the upper right is a "10" in black manuscript. Both the large hand-stamped "12" and the "MAR 1" (around which traces of a circle are faintly visible) are struck in blue.

Where were the blue markings applied? What is their significance? What rate does the "12" represent?

A BACKWARD GLANCE



If the illustration above arouses a sense of *déjà vu*, don't be alarmed. It appeared in the *Cover Corner* before, in the February 1968 *Chronicle*, and a rather tentative solution was provided by Maurice Blake in the August 1968 issue. Since that time, new evidence and further research have considerably altered the interpretation of some features of the cover. Therefore an amended analysis is presented now.

The letter was prepaid 10 cents at Halifax as the handstamp and postmark indicate. This amount was the single letter rate in force at the time (1864) between Halifax and Boston by Cunard packet. It consisted of 8½¢ packet postage (the equivalent of 4d stg.) and 1½¢ additional to the Halifax Post Office. Previously only the 8½¢ packet rate had been charged; the 10c rate to or from Halifax took effect May 1, 1862. On such packet mail from Nova Scotia, the packet charge and Nova Scotia inland, if any, had to be prepaid; the U. S. postage could not be prepaid. Ordinarily letters by this route received a "BOSTON BR. PKT. (date) 5" postmark in black to show five cents U. S. postage due. The packet mail from Nova Scotia (and Newfoundland) was put on board at Halifax when the Cunard steamer stopped there on route to Boston with transatlantic mails carried under provisions of the 1848 Postal Convention. By error or sheer carelessness this letter was struck on arrival at Boston with a postmark incorporating "48 PAID" (Blake 803), as used on prepaid double weight transatlantic letters from the British Isles, instead of the correct "5" due postmark. The mistake was not noticed and the letter was delivered at Portland without the collection of U.S. postage due.

Since the addressee was no longer at Portland, a pair of Black Jacks was affixed to forward the letter to Boston. Whoever forwarded the letter must not have had stamps available for the three cent rate; hence the one cent overpay. No printed circular use—or any other obscure rate—is involved.

What is perhaps the most interesting feature of this cover was mentioned only casually in the previous write-up. It was addressed by Sir Sandford Fleming, one of the most important figures in the development and construction of Canada's railway system—a vertiable "Empire Builder"—as well as a scientist and engineer of international reputation and accomplishment. Among philatelists he has earned a more rarefied and celebrated distinction: he was responsible for the

design of the threepenny beaver, Canada's first postage stamp.

The packet mail service between the U. S. and Nova Scotia is a rather obscure but very interesting corollary of the Cunard transatlantic service between the U. S. and the British Isles. Those readers interested in a detailed account of the operation of this service may consult my article appearing in *Postal History Journal* for September 1971.

AND A LOOK AHEAD

The Cover Corner will be somewhat enlarged in future in an effort to serve the needs and interests of *Chronicle* readers more comprehensively. One project is to act as a clearing house for information sought by readers, primarily on questions that do not pertain to another section of the *Chronicle*, such as the following.

Canals formed an important part of America's transportation system, particularly in the early and mid-nineteenth century. In his *Short History of the Mail Service*, Carl Scheele notes that canals were not important in carrying mail because of the slowness of the animals towing the boats, and that, if any mail contracts were awarded to canal boat operators, they were not so designated, but included among those by unspecified means. Yet it is known that some mail went by canal boat; an article by Edward N. Moore in the 1945 *Congress Book* describes and illustrates letters carried on the Ohio and Erie Canal in the 1840's.

Further information on canal mail is desired. If you have a cover carried by canal boat or any information regarding the existence of such service, whether on an official basis, or merely as a private convenience, please send details to me. A report will appear in a future issue.

The other new function is more important in some ways and certainly more controversial. It is hardly news that there are in circulation philatelic items of doubtful authenticity. The plague afflicts all periods and countries and types of material, but U. S. covers of the classic period are the only concern here. The majority opinion of the Board of Directors and of the editors of *The Chronicle* is that a responsibility to alert the public to covers which, in the opinion of competent and reliable experts, and for demonstrable reasons, are not genuine in one or more respects is consistent with the educational purpose of the Classics Society. A minority of U. S. P. C. S. officers, for reasons of varying cogency, does not favor this activity; their objections will be aired and discussed as space permits.

The unhappy fact, however, is that there is—except in a very few cases—no graveyard where covers judged fake by a responsible authority are safely interred, but many revived corpses find a home in *somebody else's collection*. The best defense against spurious material is an informed collecting public. Therefore forthcoming Cover Corners will show items considered not genuine and explain the background of such judgments. I may even indulge in some philosophic reflections on the psychology of the faker and of his victim.

My personal conviction is that the doctrine of overlooking the situation, of covering-up, of keeping it in the family, no matter how unimpeachable the sincerity and altruism of those who advocate it, is as destructive in philately as it is in any other aspect of life, public or private. The time has come to bell the cat.

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Best of the Great Britain used in the Island is a cover to Bristol with a pair of 1855-57 6d. lilac in conjunction with a crown circle paid, probably unique, also a magnificent marginal block of four 1855-57 1/- green clearly cancelled "A14" four times, plus a range of other issues similarly cancelled.

THE COLONIAL ADHESIVES

The completeness of the stamps in this collection is remarkable. There is a superb array of singles, blocks, panes and positional pieces, plus proofs, shades, covers, cancellations and plate flaws in nearly every issue. Quite obviously the reader would tire if all were listed so we note only the more valuable. However, there are many beautiful items of lesser value to please the connoisseur.

There are artists proofs of the first 1d. and 1/-; 1879 5/-, two fine mint copies and three excellent mint £1, each being a different shade. The 1880 provisional 1d. on half of 6d. contains one mint, two used and three used on pieces and there is a part cover to Trinidad bearing a bisected 4d. yellow-green and a 4d. with a malformed "CE", used. The same variety occurs on an imperforate plate proof of the 1885 4d. and on later issues. One cover is franked by six bisected copies of the 1882 1d. Venetian red.

Among the 1886-89 mint provisionals are ½d. on 2½d. surcharge omitted in pair and the same variety with figure farther from word on another pair (S.G. 26d) believed to be unique, also a single copy of the double surcharge variety. Plus ½d. on 6d. inverted surcharge and a double surcharge on one stamp in a strip of three. The 1891-92 2½d. on 4d. has a mint block of four, of which two show a double surcharge.

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3. Craven, A. O. CIVIL WAR IN THE MAKING, 1815-1860. 1959. xiv, 116 pp., Preface, Intro. **\$3.00**
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5. Gosnell, H. A. GUNS ON THE WESTERN WATERS: THE STORY OF THE RIVER GUNBOATS IN THE CIVIL WAR. 1949. xiii, 274 pp., Intro., Illus. **\$6.50**
6. Nevins, Allan CIVIL WAR BOOKS: A CRITICAL BIBLIOGRAPHY. Vol. I, 1967. x. 278 pp., Vol. II, x, 326 pp. Edited by Allan Nevins, James I. Robertson, Jr., and Bell I. Wiley. Two volumes. Preface, Index **\$20.00**
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