

The
Chronicle
of the U.S. Classic Postal Issues

November 1971

Volume 23, No. 4

Whole No. 72

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

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Classified Advertising

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

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

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Edwin Arthur Christ

August 1, 1917-
October 15, 1971

Ed Christ is dead.

Last Friday night under the pressure of major coronary the courageous friend that we all knew as the Associate Editor of *The Chronicle*, if in no other way, passed from this life. When I first assumed the editorship of *The Chronicle* it was only with the full knowledge that I would have the assistance of an experienced editor and enthusiastic Associate such as Ed was. While I did not neglect the responsibility of an editor for reading and editing copy and for final of approval of layout, the real hard work of putting together *The Chronicle* was always a labor of love of Ed Christ's.

Since the time when he was a young boy he has been fighting against terrific odds—illnesses which might well have defeated a lesser person (he pathetically told me one time during one of his recent coronary flare-ups that he had calculated that he was beginning the ninth year of his life in the hospital). What would have knocked out many of us, including a lameness resulting from one of his illnesses, seemed only to be more challenging to him to succeed. He was a brilliant student, doing much of his work independently away from schools. He obtained his Bachelor's and Doctorate from the University of Missouri and a Master's degree from Michigan State University, and for the past five and a half years he has been Professor of Sociology and Anthropology at Westminster College. During the last two years he has been Chairman of the Joint Department of Sociology and Anthropology of Westminster College and William Woods College in their coordinated program.

His knowledge in the realm of philately was broad but he had specialized for many years in the collection of pre-cancels and had one of the most important of such collections. When he assumed the new role with *The Chronicle* he had had little experience with U.S. Classics, but in the space of the time that he was related in this effort he became extremely knowledgeable, much more rapidly than many of us who have been in it for a long time.

From the standpoint of affability, friendliness, willingness to help out, to lend his support to philatelic matters, he had few equals. He was altogether a gentle man and we will miss him greatly. His widow survives at 10 Country Club Drive, Fulton, Missouri 65251.

THE EDITORS' PAGE

R. L. D. DAVIDSON, Editor-in-Chief

EDWIN A. CHRIST, Associate Editor

The editors have seen three publications in recent months deserving comment and praise. Certainly, our long-time companion in this Society and in composing the *Chronicle*, George Hargest, has produced a splendid reference book on the trans-Atlantic mails. The "History of the Letter Post Communications Between the United States and Europe" is a must for Classics buffs and demonstrates a scholarly investigation of many years.

The HJMR people in Miami have given us a catalogue of philatelic literature which can put before us immediately a remarkably complete list of available publications. We do not feel qualified to comment on the prices assigned, but in our own experience they seem quite fair.

Chicago philatelists are a great group and when they rally around the Chicago Collectors Club, Editor Harvey Karlen, and take advantage of Richard Cabeen's great studies, a significant work such as "Chicago Postal History" can result.

The editors are pleased to see the quality of writing which is being produced and we await impatiently Mort Neinken's study of the 1851-61 one-cent.

With this issue we introduce *Guest Privilege* as an anticipated-to-be occasional section designed to accommodate editorial features which deal with a), postal issues qualifying as being classics, but not necessarily issued by or under the aegis of the U. S. government, or b), other pertinent material important as a contribution to knowledge concerning the postal issues of the classic period, but not necessarily directly pertaining to the stamps themselves or to their usages.

The *Guest Privilege* section prescribes no rigid policy, and extends an open invitation to qualified writers to submit manuscripts including illustrative materials directly to *Chronicle's* Editor-in-Chief.

The editors of *Chronicle* are pleased to publish *Philadelphia City Dispatch One Cent Delivery*, and to accord Mr. Robson Lowe, the author, "guest privilege."

The editors of *Chronicle* are delighted that *The Chronicle of the U. S. Classic Postal Issues* was considered worthy of the Gold Medal in the literature competition among "Journals of Specialty Groups" at ASP-TEXANEX '71. All honor and glory to our section editors and their contributors! The sweat and blood of painstaking research is far more worthy of reward than the much less arduous and much more mechanical task of gathering together the invariably excellent clean crisp manuscripts, shepherding them off to the printer, fitting and piecing galley proofs together, and eventually getting *Chronicle* off to the Route Agents.

If you are changing address, have already changed address, have not received your issue of *Chronicle* within a reasonable period of time following publication—or if you receive a defective or damaged copy—the procedure is to inform Robert R. Hegland, Secretary, P. O. Box 2424, Arlington, VA 22202. Please do not write the editors, for no extra copies are kept at the editorial offices following date of publication. If you have failed to notify *promptly* your change of address, your copy of *Chronicle* becomes a nixie, and the cost to the society of providing you with a replacement copy requires an outlay in excess of \$1.00. Cumulatively, such extra expenses eventually get built into such things as membership costs, to say nothing of the wear and tear on Mr. Hegland's good nature. Finally, if you do not receive your *Chronicle*, be sure you research your checkbook for possible dues arrearage. Mr. Hegland's axe drops sharp, clean, and on time.

(Continued on page 225)

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GUEST PRIVILEGE

ROBSON LOWE

PHILADELPHIA CITY DISPATCH ONE CENT DELIVERY

ROBSON LOWE

Research into one particular stamp is a form of drug addiction, one's neighbours think that one is mad, one's wife wonders whether another woman would keep one up as late, and one rarely finds a fellow addict to share one's trip. If you read any further, you may share my addiction, my madness—or at least help me to solve one of the many problems that have arisen through this ill-concealed passion.

Usually I take away on my vacation a hoard of one or two stamps that I have accumulated for years with the intention of finding out something about them. Last summer it was this curious oval stamp showing an allegorical female "Justice," possibly an early example of propaganda for "Woman's Lib." It was apparently inspired by the design of Kochersperger and Co.'s Blood's Penny Post [Scott's L42] containing the portrait of Henry Clay.

At the time, the little I knew was the brief data contained under the description of "L108" in Scott's Specialized Catalogue. The date of issue was 1860. The stamp is lithographed in black on wove paper, it exists on thin paper, it is known cut-to-shape, it is known used on cover either alone or with the 1857 3 cents, and a tete-beche pair is known on thin paper.

Elliott Perry, who is always a source of comfort and inspiration, sent me photographs of several blocks, John Boker sent me a photograph of his block of twelve and Dick Swarts sent me photographs of all his examples, so altogether I had around 150 examples to study. Later friends sent me more.

It did not take many minutes to decide that there were two stones which may be told on sight, without recourse to magnification.



Figure A.

Stone I, left; Stone II, right.

STONE I: the horizontal lines which form the background are fine, the overall impression is of a stamp with a grey centre and a black frame. In most impressions there is a minute white dot in the oval background, to the right of the large white spot that is in the lower center of the oval band and to the left of the D of DELIVERY.

STONE II: the horizontal lines which form the background are coarse and the overall impression is usually that of a black stamp. The minute white spot mentioned under Stone I is nearly always absent.

There are *primary flaws* which stem from the original die as they are constant on practically every impression from both stones.

- (a) a diagonal scratch rising from the background between the S and P of DISPATCH
- (b) a small black spot 1mm. from the edge of the frame in the lower right corner and below the L of DELIVERY.

Among the stamps that have been available for examination the following *paper and gum* varieties have been seen.

STONE I: proof impressions on blue paper
ungummed proof impressions in black on thick toned paper
ungummed thick paper, crinkly brown gum
thin paper, yellowish smooth gum

STONE II: proof(?) impressions on thick card, ungummed
medium hard paper, yellow crinkled gum
medium soft paper, yellow crinkled gum

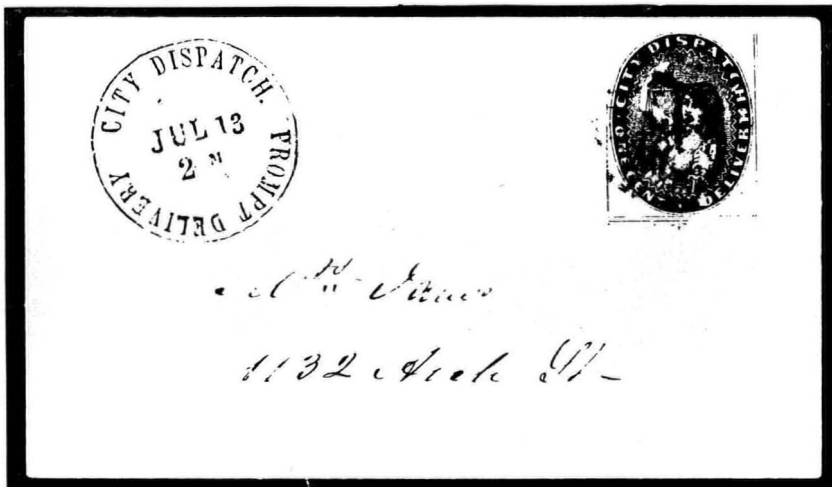


Figure B.

A neat cover used July 13, 2 (p)m, 1860. Stone II.

To consider *the dates of use*. About a dozen covers (or pieces) have been examined and seven were dated 1860. See Figure B.

Stone I: 1 February, 27 February.

Stone II: 29 June, 13, 14 and 31 July.

Without the stamp: "2 cts" (to pay) 25 July.

The *frame lines* that separate each stamp were, in my opinion, drawn on the stone after the impressions of the stamp had been laid down (Figure C). In some rows in Stone I a horizontal line separating two rows was drawn first and the vertical lines afterwards but this method was far from constant; some impressions show that their frame lines were drawn without regard to their neighbours so that one stamp can have double frame lines on each side, the distance between each pair of frame lines being different. Stone II has the frame lines even more irregularly drawn. At one stage I thought that the position of the frame lines would help me plate but in this belief madness lies. Their only use is to confirm a position once it has been identified by some constant flaw.

The *tete-beche pair* has escaped me but it would be exciting to see it. Scott states that this variety is found on thin paper but surely it also exists on the other papers and one would expect it to be from Stone I.

It is possible that both stones were in *sheets* of one hundred. Beyond reasonable doubt I have established that Stone II was in a sheet of one hundred as I have been able to reconstruct the seventh vertical row and the eighth, ninth and tenth horizontal rows. Stone I had proved obstinate. 62 different impressions have been identified but I have been unable to give only one its correct sheet posi-

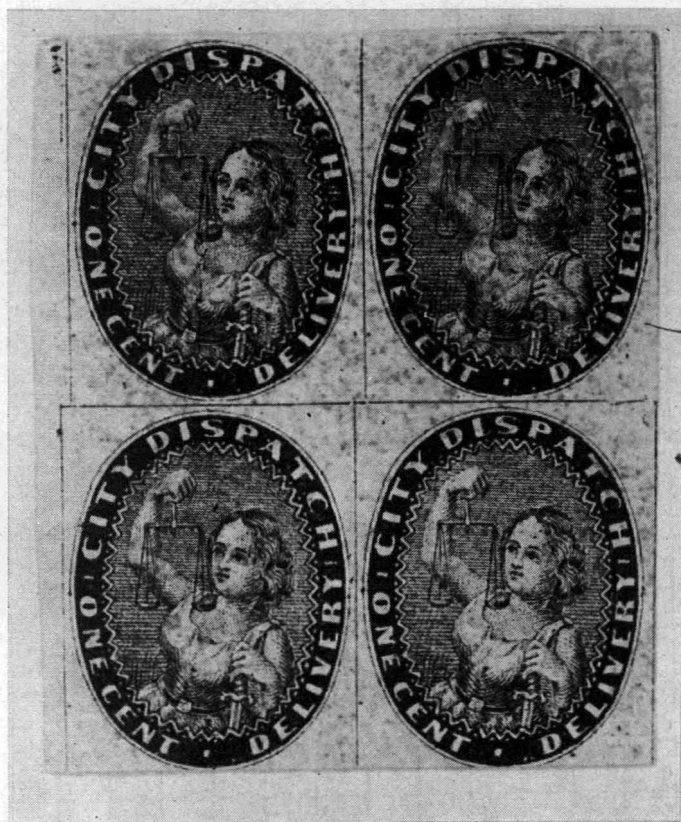


Figure C.
Frames lines. Block from Stone I (4X).

tion because there is but one corner copy and no connecting piece. A number of blocks and singles are marginal but only one stamp overlaps, so that no progress has been made.



Figure D.
The three stamps that first identified the two Stones. Note that each has an "X" in the right sheet margin. The first two (Stone I) are not from the top sheet margin. The third (Stone II) is!

However, there is one exciting position of which I have two marginal examples, both showing a roughly drawn "X" in the right sheet margin. I have called this position S10 in Stone I as it is the tenth stamp in the late G. B. Sloane's block of ten (5 x 2). There is a constant white spot between the T and Y of CITY (Figure D).

I also have a marginal copy from Stone II with apparently the same X in the margin but this is from the top right corner of the sheet, i.e. the tenth and last stamp in the top row, but this stamp does not have the white spot between T Y flaw.

The fact that these roughly drawn crosses are identical (the lower left leg is extended and double) indicates to me that there was a fault in Stone I so the impressions were cleaned off before Stone II was laid down. The X may have been the equivalent of a guide indicating the first position to be laid down on the new stone. Maybe Stone I was in a sheet of 120-10 x 12 and the tete-beche variety came in the top row.

So far, the descriptions have all been comparative between the stones but the remainder of this commentary relates to each stone separately.

Stone I

In order to give references to certain varieties, each piece was given a reference letter.

The Perry vertical block of ten 2 x 5 with sheet margin at foot	X1-10
The Sloane block of ten 5 x 2 from the right of the sheet	S1-10
The Swarts block of four from the top of the sheet	D35-38
The Swarts vertical strip of five	D28-32
The Lowe block of proofs in black on blue	LP1-4
The Lowe pair of proofs in black on blue	Lp 5-6
The Lowe strip and pair of proofs in black on toned	Lp 7-11
The Lowe block of four from the left of the sheet	Lg-Li

The above provide 45 stamps of which all that overlap are X2 and Lp 5 (the T in CENT is distinctly elongated) so that here are 44 positions to start with. Quite a number have constant flaws for which confirmation with single stamps has been possible (Figure E).



Figure E.

Stone I. Strip Lp 7, 8, 9 (4X). No. 7 shows elongated T in CENT; No. 9 the strengthened cheek.

Only two stamps show any sign of retouching; (Lp 9) on which the outline of the cheek (just right of the scales) have been strengthened and (LP) where there is some retouching above the hair.

It would be out of place to list all the plating clues but these have been recorded in the following manner.

- i any flaw in or adjoining a letter in the inscription (36 have been recorded).
- ii flaws on the hands, wrist, nose, mouth or hair.
- iii extra dots outside the oval, N.W., N.E., S.W. and S.E.
- iv frame touches design at left
- v frame cuts design at foot or at right

As examples of the above, two pieces are illustrated—the block of four (Figure F) Lp1-4 where 1 has a defective A in DISPATCH, 2 a deformed T in

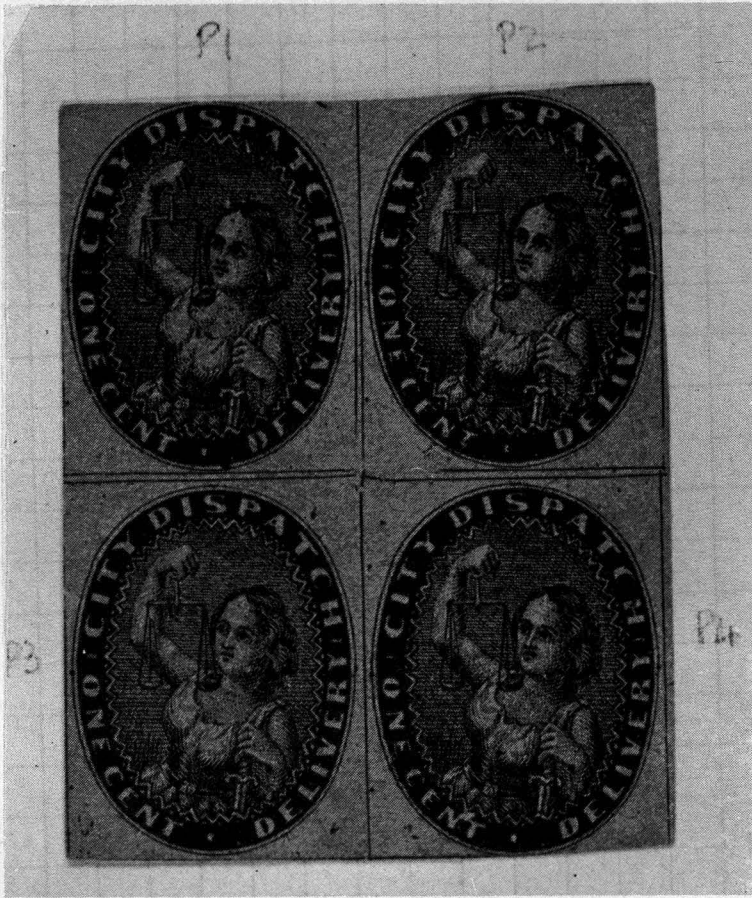


Figure F.
Block of four, Stone I. Colour trial in blue on black.

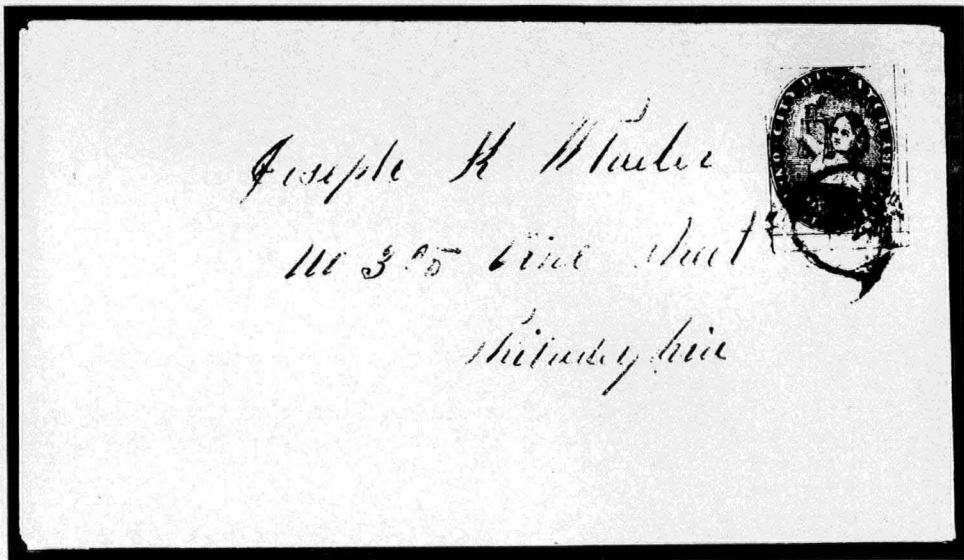


Figure G-1.
Stone position No. 100. Note concave top of T of DISPATCH.

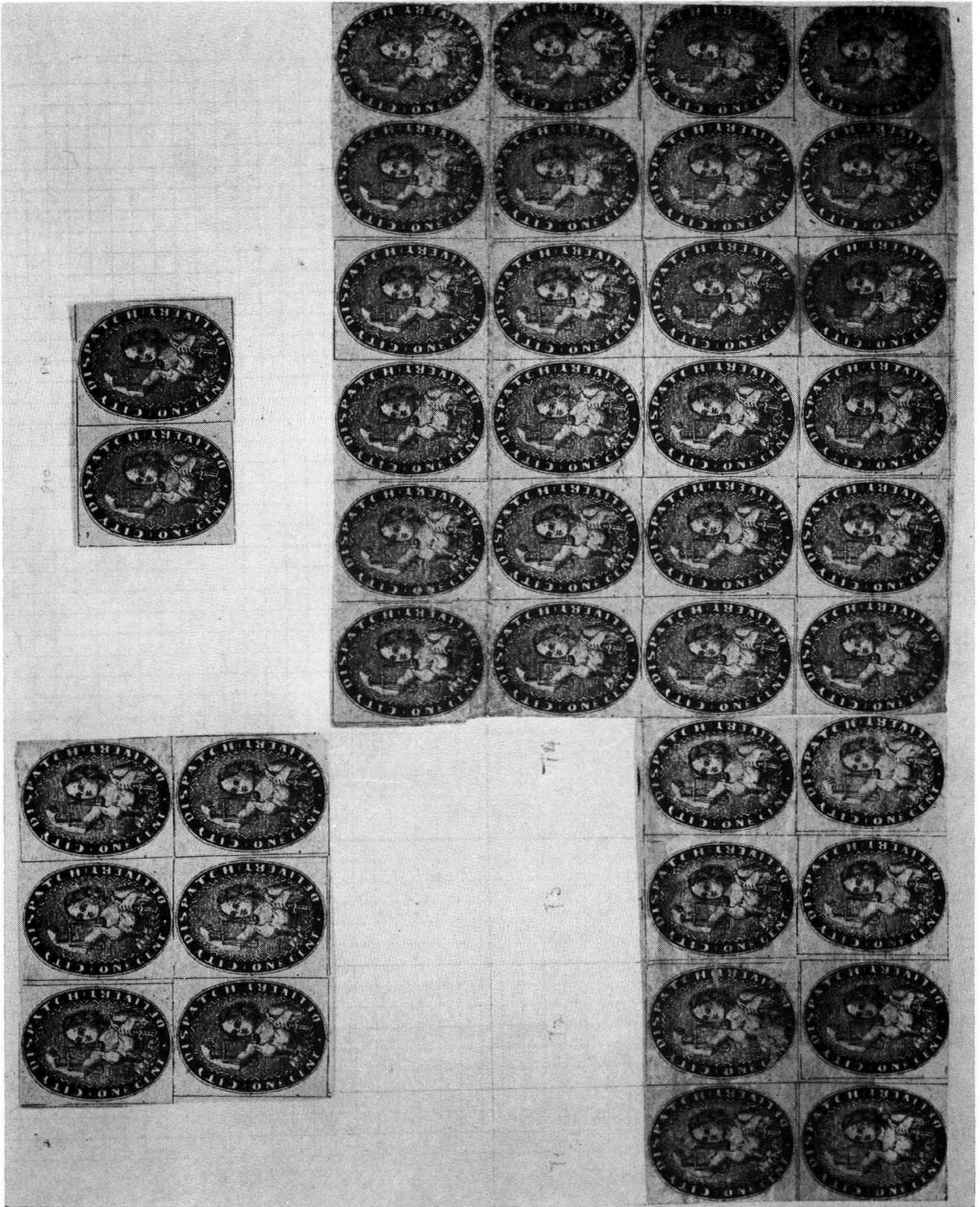


Figure G-2.
 The Lowe blocks, Nos. 74-76, 84-86 (6); 65-70, 75-80, 85-90, 95-100 (24); and 81-84, 91-94 (8).

CITY, and 4 a white patch over the NT of CENT. The second piece Lp 7-9 has 7 the elongated T in CENT.

One curious fact has been noted. Stone I position 100 has a concave top to the T of DISPATCH (I have a corner copy on cover, Figure G) and so does the same position in Stone II.

Stone II

As all the large pieces have been plated on the stone the references given are the sheet positions. The following were the pieces used:

- The Perry photograph of an upper right corner block of 30 (6 x 5) 5-10, 15-20, 25-30, 35-40, 45-50
- The Perry photograph of a vertical strip of five 27, 37, 47, 57, 67
- The Boker block of 12 (3 x 4) 61-63, 71-73, 81-83, 91-93
- The Lowe block of 6 (3 x 2) 74-76, 84-86 (See Figure G-2)
- The Lowe block of eight (4 x 2) 81-84, 91-94 (See Figure G-2)
- The Lowe block of 24 (6 x 4) 65-70, 75-80, 85-90, 95-100 (See Figure G-2)

The above provide 85 stamps of which fifteen overlap leaving seventy positions established. The blank spots are the top left corner block of twenty-four (4 x 6) and positions 55, 56, 58, 59, 60 and 64.

Varieties have been allocated in the same way as in Stone I but there are some remarkable retouches of which the main ones are illustrated.



Figure H-1.
Stone II, position No. 28, the "Great" retouch.



Figure H-2.
Positions No. 70 and No. 80 described in the text.

- 28 called by the late Frank Hollowbush "the great retouch" (Figure H-1)—it is a large patch above and partly covering the top of the head. The raised arm and hand have also been retouched.
- 63 a curious stamp in the Boker block—there is no underlip and the top of the dress is not outlined. Some spots in the background above the head suggest attempts to retouch which may subsequently have been completed. See unplated retouches.
- 70 a major retouch comprising diagonal lines between the raised hand and the head, to the right of the head and neck, above the raised arm and between the scales. Justice has had her right nipple indicated (Figure H-2).

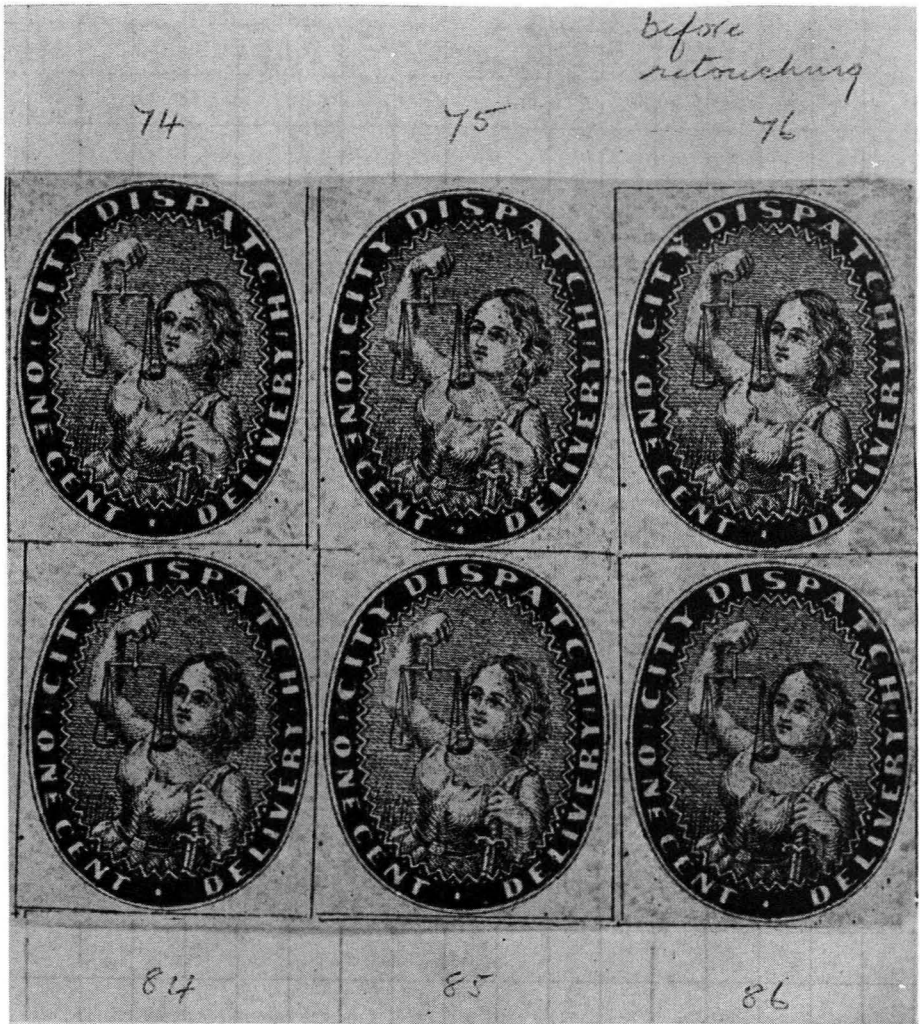


Figure H-3.
Positions Nos. 74-76, 84-86 in a block. No. 76 before retouching.



Figure H-5.
Left to right: No. 76 (after retouching); No. 99 before retouching (center); and after retouching (right).

- 76 the only stamp which I possess before and after retouching. Figure H-3) In my block of six (Figure H-3) there is a small white patch in the background between the N of ONE and the right breast. In the block of twenty-four this position shows the patch with a diagonal line drawn through it which conceals the fault unless magnified.
- 80 there are small signs of retouching in the background to the right of the head (Figure H-2).
- 83 the ninth stamp in the Boker block shows a white patch in the background between the raised arm and the right scale; there is also a white flaw springing out at an angle from the lower left of the E of DELIVERY and below this letter there is a black spot on the outer oval frame. In my block of eight the white patch has been filled in carefully and both flaws adjoining the E corrected. In both states a white serif from the lower left of the V is constant.
- 99 an easily plated stamp because both before (Swarts) and after (Lowe) retouching (Figure H-5) the R in DELIVERY is misshapen to give the appearance of a caricature of an elephant with its trunk raised. The retouch comprises the strengthening of a weak patch in the background between the head and the right oval by drawing in some diagonal lines.

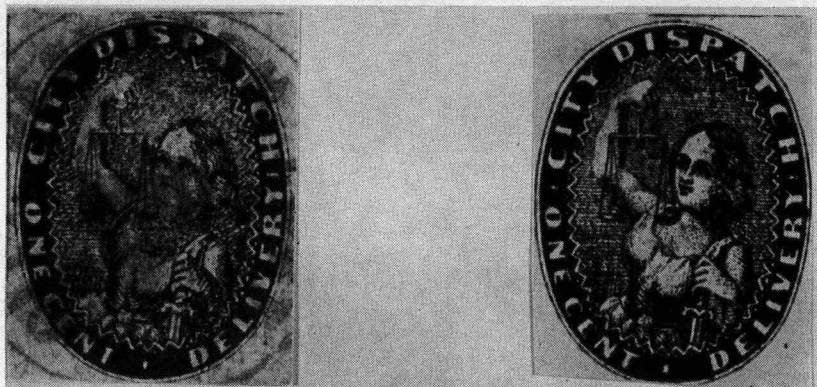


Figure J.

Left, an unknown position. Retouch of much of the background, the face, the raised arm, and the left hand redrawn. Right, unknown position with slight retouch above hair and between scales.

There are two retouches which I have been unable to plate, (Figure J) one of which is remarkable for the extent of the repair. Much of the background, the face, the raised arm and the left hand which clutches the handle of the sword has been redrawn; further, the heavy spots drawn in on the chest of Justice suggests that her condition is one of high fever. The stamp itself is unusual as it is the only used example that I have seen which has not been cancelled by the grid in the circle. It has a circular cancellation struck in red around the rim of which are the words CITY DISPATCH PHIL(?) with the word PAID in the center, all in *sans serif* capitals.

The second unplated retouch shows that some work has been done to the background above the hair and between the scales.

There are many flaws on the stamps which aid plating, over forty of which occur in the lettering on the seventy plated stamps. Others are equally noticeable such as

- 36 white unshaded left shoulder
 38 broken right scale
 39 a pair of "moth balls" held in the raised hand
 45 cut on left hand (on sword)
 93 tear from right eye (Figure K).



Figure K.

Stone II, No. 93. Tear from right eye.



Figure L.

Cut-to-shape. Left, Stone I; right Stone II. Note marks on forehead of right hand stamp.

The Machine Separations

The catalogue lists the stamp "cut-to-shape". The price is derisive as it is quoted at \$1 against the \$3.50 of the normal. In the two hundred odd copies examined there were three stamps "cut-to-shape", one from Stone I and two from Stone II (Figure L).

While experiments in perforating postage stamps were not started until 1850 (rouletting came a few years earlier), James Hale of Boston and New York, the independent mail carrier, was having his stamps die-cut by machine beginning in Spring of 1844. By the following year, many local posts had found that this method of machine separation was profitable and had adopted it, sometimes charging a premium to the buyer for the service.

In spite of the fact that mechanical separation of stamps was an ingenious American invention, from quite early times, American collectors have scorned the evidence of their technical achievement. Who started the campaign against them? Is Justice only on the stamp? (Continued on page 225)



Figure M-1.
The "grille" handstamp.

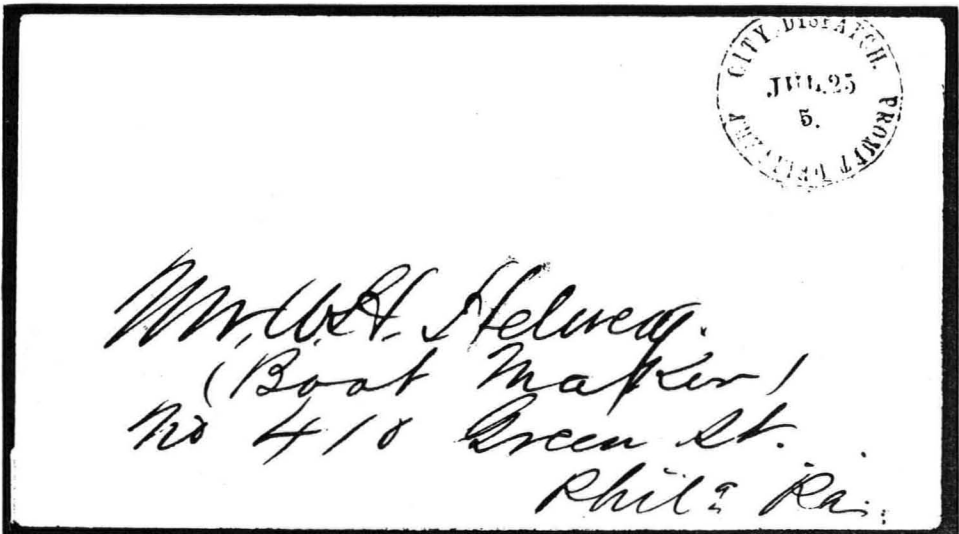


Figure M-2.
Circular time stamp. See also Figure B for a similar marking.

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

1847 COVERS FROM INDIAN TERRITORY

CREIGHTON C. HART

Doakesville, Arkansas was in Indian Territory. To be exact, Doakesville, (the correct spelling is without an "e"), was in Choctaw Nation during the entire period our first issue of stamps was current. The "Indian Centennial" stamp was issued in 1948 to commemorate the centenary of the arrival in Indian Territory of the five civilized Indian tribes, the Cherokees, the Chickasaws, the Choctaws, the Muskogees and the Cheyennes. These five tribes or nations comprised Indian Territory which later became Oklahoma.

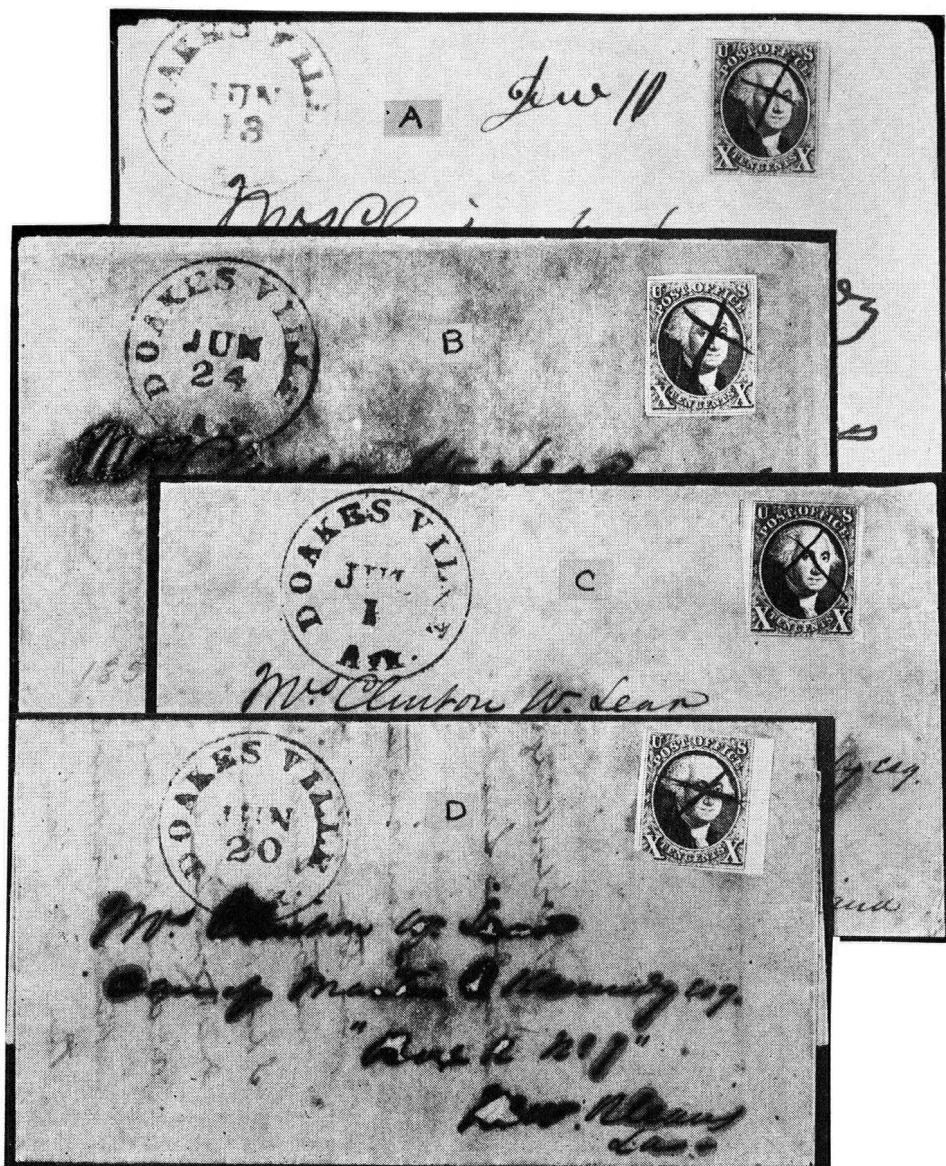
Doakesville was founded by the Doaks brothers. The post office was moved there in 1844 from Fort Towson,¹ which continued as a frontier outpost about one mile away. The reason "Ark" is in the Indian Territory postmarks on 1847 covers is that the Doakesville post office was attached to the Arkansas postal department for administrative purposes. The misspelled Doakesville postmark was changed to Doakesville in 1852.²

More stamps of our first issue were sent to the post offices in the other two territories, Minnesota and Wisconsin, than to Doakesville in Indian Territory. Yet, there are more '47 covers (6) known from Indian Territory than from both of the other two. The post offices in Minnesota and Wisconsin each received 1,400 1847 stamps and the Doakesville post office only 500. The first shipment of stamps consisted of 100 fives and 100 tens and was sent from Washington March 4, 1850 but did not arrive until March 27th. The new adhesives must have been well received in this remote area because a second shipment of 200 fives and another 100 tens was sent April 25th the same year and arrived three weeks later, May 15th.

One correspondence from a young army lieutenant stationed at Fort Towson to his wife, accounts for four of the five 1847 covers from Doakesville. Lieut. Clinton W. Lear's wife had left Fort Towson to return to her home in New Orleans with her one-year-old son. Lieut. Lear was expecting to leave the fort on extensive camping trips and also to be reassigned, which is the reason Mrs. Lear returned to New Orleans. Lieut. Lear wrote lovingly to his young wife and included bits of frontier news.

The Lear covers, all with 10c stamps, are postmarked the 13th, 20th and 24th of June, and July 1. The cover posted June 24th (1850) is in the General Kenneth M. Lemley collection and is the only one that still contains the long original letter. Its interesting contents have been quoted in full in the 1955 Spring issue of the *Chronicles of Oklahoma*. It seems safe to assume that the four other letters were written the same year although they now contain no enclosures or docketed year dates. A 10c 1847 cover from Lieut. Lear, postmarked July 29th from San Antonio, indicates that his early transfer to a new post took place as anticipated.

An article in *Mekeel's Weekly Stamp News* by Carroll Chase states, "I have two 10c 1847 covers from Doakesville (the two stamps originally forming a horizontal pair)—one postmarked June 20 and the other July 1, both 1850, the letters being addressed to New Orleans. I have further letters from the same correspondence sent from Diakesville without stamps but with indications that the fee was paid in cash."³ Because Dr. Chase said there were stampless covers in the Lear correspondence and because the June 13th cover from Doakesville has a manuscript "due 10", this cover was listed in the *Directory of 10c 1847 Covers*⁴ as "NG," *i. e.*, believed by an expert to have had the stamp added, or not genuine. The "due 10" could mean that the cover was sent collect without a stamp. The "due 10" could also mean that the letter was overweight and required 10c additional postage. The "NG" in the directory should be changed to "ex", meaning the cover should be examined by qualified experts.



The Lear 1847 Covers

Cover A is the earliest known from Indian Territory and the only one to have a due marking. Covers B, C and D form an irregular block of three being 59, 69 and 70 respectively all from the right pane. Covers C and D were formerly a horizontal pair. Covers A, B and C are envelopes and D is a folded letter. Notice how the ink has corroded through the paper at some of the letters of B and especially D.

Many post offices pen cancelled the 1847 stamps with a black "X" in the center of the stamp, just as was done at Doakesville. It would be easy to add a pen cancelled copy to a Doakesville stampless cover. Fortunately, we know enough about the other covers so that it should be possible, after a thorough examination, to tell whether or not the stamp belongs, even though the cover bears additional rate marks which may be associated with stampless covers.

The ink that both Lieut. Lear and the Doakesville postmaster used appears to have come from the same source. Lieut. Lear's covers are made of soft paper, and the ink is corrosive enough to have eaten through in many places. This is also true of the ink cancelling the stamps. The stamp on the cover dated June 20th has been carefully lifted and the penned "X" is clearly evident on the envelope

beneath where the stamp was. If a similar condition can be demonstrated on the June 13th cover, it would provide a strong presumption that the stamp belongs.

The stamps on the covers posted June 20th and 24th, and July 1st, plate as 59, 69 and 70, all from the right pane. It seems Lieut. Lear purchased these three stamps at the same time, and if the stamp from the other Lear cover is also from the right pane and on a near position, the needed proof would be supplied.

I have not seen any of the stampless covers mentioned by Dr. Chase from the Lear correspondence postmarked Doakesville. A knowledge of the rate markings on these stampless covers would be helpful in expertizing stamped covers from Doakesville. For research purposes, I'd like to make color slides of stampless covers from Doakesville postmarked between 1847 and 1851. I'd appreciate hearing from anyone having such a cover, but please write before sending it.

The two other '47 covers from Indian Territory are both 5c covers and are addressed to Col. P. P. Pitchlynn. One of the Pitchlynn letters is postmarked Doakesville and is addressed to his home at Eagletown. The other is postmarked Eagletown and is addressed to him at Washington, D. C. Peter Perkins Pitchlynn was of mixed blood. His father was commissioned by George Washington as an Indian interpreter and he later married a Choctaw maiden. Col. Pitchlynn was active all his life in Indian affairs, and his monument in the Congressional Cemetery in Washington bears this inscription: "Chief and Delegate of the Choctaw Nation for whose advancement many years of his life were devoted—Choctaw Brave."⁵ Col. Pitchlynn was the Choctaw delegate in Washington from 1835 until his death in 1881. He signed the treaty of Dancing Rabbit for the



The Pitchlynn 1847 Covers

The top cover is an envelope from Doakesville and is in the J. L. Hargett collection. The cover from Eagletown is a folded letter and the only Indian Territory cover known from a town other than Doakesville.

Choctaws in 1830 and was in Washington to negotiate and sign the treaty of Washington when the letter from Eagletown was mailed to him in 1854.⁶

Both the Doakesville folded letter dated Dec. 2, 1851 and the Eagletown letter dated July 14, 1854 are illegal or late uses of 1847 stamps. Our first issue was demonetized as of June 30, 1851 and supposedly was no longer valid for postage. However, many late uses are known and all except one have been accepted as valid for postage. The 5c stamp on both of the Pitchlynn letters over paid the new 3c rate which went into effect July 1, 1851.

Just to see the Eagletown cover, addressed to Col. P. P. Pitchlynn, conjures up a bit of history. "Eagletown", what a picturesque and proper name for a small Indian settlement! Eagletown was the gateway to Indian Territory for the Choctaws when they were resettled from Mississippi. The first group of Choctaws established Eagletown as their center, and it is one of the oldest post offices in what is now Oklahoma.

If there are any other correspondences from Indian Territory with 1847 stamps, they are unknown to me, and I'd appreciate knowing about them. Even if no other 1847 correspondence turns up, specialists in our first issue are fortunate to have these two, one from a brave young soldier, the other that of a loyal Indian brave.

References

¹ George H. Shirk, *First Post Offices Within the Boundaries of Oklahoma*, The Chronicles of Oklahoma 26 (1948), p. 198.

² Gaspare Signorelli and Tom J. Caldwell, *Indian Territorial Mail*, 1966.

³ Carroll Chase, *Territorial Uses of the United States 1847 Stamps*, Mekeel's Weekly Stamp News.

⁴ C. C. Hart and S. M. McDonald, *Directory of 10c 1847 Covers*, 1970.

⁵ Peter S. Hudson, *A Story of Choctaw Chiefs*, The Chronicles of Oklahoma 17, (1939) pp. 7-16.

⁶ *Ibid.* pp. 192-211.

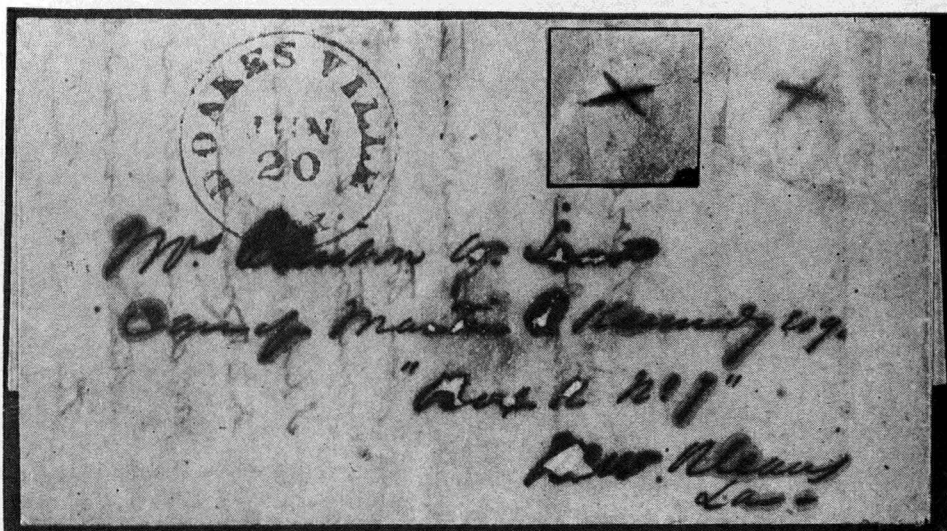
INVISIBLE TIES CREIGHTON C. HART

With enough information and knowledge, we could always tell if a stamp belongs on a cover whether or not it is tied. There are many stamps that belong that are not tied—and some that are tied that don't belong. The addition of stamps to make fake covers is too long a story to be told here. An occasional article has appeared in the philatelic press about fake covers but very little, if anything, has been published to convince collectors of the genuineness of covers on which the stamps are not tied.

The 1847 covers from Indian Territory emphasize the need to publicize some of what is known about this little explored subject. Many small post offices cancelled their stamps and the Doakesville post office is one from which there are several covers extant, all with stamps cancelled and none tied. The five cancelled covers from Doakesville are enough to check and recheck their genuineness in several ways.

We are sure that three of the 10's belong because Stanley B. Ashbrook has plated them as being an irregular block of three. This is one bit of evidence that would not be visible to the average specialist unless he was an experienced plater and had all three stamps for close inspection. Equally good proof is the bleeding through of the old cancelling ink tying the stamp to the address leaf or envelope. The bleeding through of the ink isn't always as clearly evident beneath the stamp as it is on the Doakesville covers. The Doakesville ink unusually corrosive and the paper was porous, both factors being ideal for this type of evidence.

There is also an invisible tie test which is based on the adherence of 1847 stamps by original gum. This test requires much experience and at present has limited use. A period of six hours seems to be the key length of time for testing whether or not the stamp adheres with the original gum. If the stamp still adheres firmly after being in a tight humidity box, *stamp side up*, for six hours, the stamp belongs. I've tested enough genuine covers to know that the original 1847 gum



Doakesville's Corrosive Ink

The 10c stamp on cover D of the previous article has been carefully lifted to show the bleeding of the ink through the stamp into the cover itself. The stamp has been laid back up to the left of its original position.

requires well over six hours to soften and up to fourteen hours to remove easily.

When three covers to which the stamps were added with modern gum were tested all the stamps came off easily in much less than six hours. Of course, it is possible to add a stamp with an epoxy or rubber gum adhesive so that this test may seem worthless. However, the chemicals in these modern glues will discolor and destroy the stamp in a short time.

There are disadvantages to softening the gum enough (up to 14 hours) to remove the stamp entirely. Unless the test is carefully done, it is easy to stretch the thin stamp or even tear it. A safer and better method is to note the progress of the softening of the gum. By very carefully lifting a corner or loose edge one can see what progress is being made. The first test should be made after about two hours then every two hours or so until the cover has been humidified for about six hours. If the '47 stamp still adheres securely after six hours it certainly belongs and adheres with the original gum. Since there are various circumstances under which a stamp that belongs may have been removed and reattached with modern gum, the original gum test may establish positively the genuineness of some covers, but cannot determine fake ones.

By far the commonest killer of 1847 stamps is the seven bar enclosed circular grid. This grid measures 18 mm and is known in the scale of colors used on '47 stamps from the ultra scarce green to the common red. The '47 stamps measure 18 mm wide from frame line to frame line and approximately 20 mm from center to center which includes the space between the stamps. It is surprising how many bull's eye strikes of this grid exist. Such a strike of course doesn't tie, and the original gum test for a positive assurance of genuineness is helpful for these covers.

More information about our first issue is gradually being uncovered and in time we should know enough so that we can be sure of every cover. Testing original gum on '47 stamps, when the stamps are still on covers, is in its early stages. It's too risky for an inexperienced collector to remove '47 stamps entirely for this gum test. A torn or stretched '47 stamp remains that way forever. However, with care a cover can be left in a humidity box for up to 6 hours for the positive test, and when using this test, the stamp need not be removed.

NEXT ISSUE: "The Damon Correspondence: A Find of 5c 1847 Covers" by Lester Downing Also "1847 Sample Covers from New York City".

THE 1851-'60 PERIOD

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

STAMP CODE

In the first issue of *The Chronicle* (1:1-2) a "code" or shorthand method of notation was adopted for the various types of the 3c 1851-61 stamp in the interests of conserving space. Later, when *The Chronicle* was first expanded to include the entire issue, the code was expanded to cover the other denominations. The 3c designations have taken root in our literature, while the others have fallen into disuse. Since many of our members do not have the early issues of *The Chronicle*, and since the new *Index* will include references to articles that may contain these code designations, the Index Committee has asked that they be reprinted in this issue.

In the following list, the code symbol is at the left of the hyphen, and the equivalent *Scott's U. S. Specialized Catalogue* number or other designation is at the right of the hyphen.

ONE CENT: R1-5; R2-6a; R3-6a (less distinct); R4-7 (Plates 1 Early and 2); R5-84 (Plate 1 Early); R6-8 (99R2) R7-7 (Plate 3); R8-6; R9-Plate 4, Type IC; R10-7 (Plate 4); R11-8 (Plate 4); R12-8A (Plate 4); R13-9; R14-4R1^L. If any of the preceding are perforated, affix the word "perf." R15-24; R16-Ty. VA (right 14 rows of Plate 5); R17-20 (Ty. II, Plates 11 and 12); R18-22; R19-18.

THREE CENTS: S1-10; S2-11 (including Plate 1 Late orange brown); S3-25; S4-26A; S5-26. S1, S2 and S3 Types are: Type I—recut vertical inner lines at right and left; Type IA—inner line recut only at left; Type IB—inner line recut only at right; Type IC—no recut inner lines.

FIVE CENTS: V1-12; V2-27; V3-28; V4-28A; V5-29; V6-30; V7-30A.

TEN CENTS: X1-13; X2-14; X3-15; X4-16; X5-31; X6-32; X7-33; X8-34; X9-35 (one pearl); X10-35 (2 or 3 pearls).

TWELVE CENTS: T1-17; T2-36 (Plate 1); T3-36 (Plate 3).

The 24c, 30c and 90c stamps are designated as such.

THREE CENT 1857 PERFORATED STAMPS (S5) FROM PLATE 15 (SCOTT NO. 26)

THOMAS J. ALEXANDER, R. A. 562

From the point of view of the plating specialist, Plate 15 is one of the most interesting plates produced by the firm of Toppan, Carpenter & Co. Unlike most of the Type II plates, it abounds in recuts, double, triple, and split frame lines and plate flaws. In consequence, many stamps from it may be readily plated.

Dr. Carroll Chase reported in our *Perfex* book (issued in 1957) that he had plated 67 copies in the left pane and 90 in the right. These, with copies he later plated, were acquired by Mr. Tracy W. Simpson, who, with the aid of photos of missing positions supplied by others, added considerably to the list. So, including some positions that the author was fortunate to acquire, the plating is 95 per cent complete.

This article endeavors to bring together our present knowledge concerning the plate, to illustrate its major varieties, and to solicit the aid of our membership in filling in the gaps.

Period of Use

The earliest reported date of use is October 30, 1857. Stamps were printed from this plate well into 1860 (according to Dr. Chase), but probably not to the end of our period, as evidenced by there being no remainders in the hands of

Southern postmasters at the end of the Civil War. Late uses show considerable wear, leading us to believe that this was the reason it was eventually retired. Because it was used for such a long period of time, stamps from Plate 15 are relatively common.

The Reliefs

The new six relief transfer roll which was used to produce all Type II plates was used to enter this plate. It is in the usual form, consisting of two panes of 100 stamps each, divided by a center line. The regular relief entry was used, relief A entering the top row, B the second row, C the third and seventh rows, D the fourth and eighth rows, E the fifth and ninth rows, and F the sixth and tenth rows.*

*Dr. Chase's article in the *Perfex* book described these reliefs and *Chronicle* Issue 9 (still available) shows four-time enlargements with accented points of identification. The collector should prepare his own vertical "strip" showing all six reliefs. For that purpose, any S4 or S5 stamps may be used, regardless of plate.

Peculiarities of the Plate

Plate 15 stamps generally are quite unlike those produced by other plates. It is suspected that conditions during laydown were such that the plate maker felt it necessary to add many recut vertical side lines and doublings to improve its appearance. Also, the extra-strong lines of the folds of Washington's toga that appear in many positions require explanation. The following is the author's hypothesis. While it appears to account for the odd appearance of many of the stamps, it is at this point a theory only.

Some areas of the plate in its "softened" state to receive the relief entries and recutting were apparently much harder than normal. As a result, greater than normal mechanical pressure was applied to the transfer roll in order to obtain satisfactory relief entries. This created two peculiarities on the plate when relatively softer areas were encountered by the transfer roll. First, the vertical frame lines on the reliefs, which rarely if ever transferred to a plate, transferred as fairly clean (although faint) lines on many positions. Second, the unusual pressure created the so-called "recut bust" positions. These positions, in early printings, show unusually strong lines in the folds of Washington's toga. However, they differ in no respect from the lines on the die and hence are merely the result in increased pressure on the transfer roll. Many Plate 15 stamps show this "recut bust", but the most prominent examples are 54, 56, 57, 58, 59 and 96L15,



Fig. 1. 10R15, showing the weak entry at the upper right corner of the stamp as well as the complete absence of the right frame line.



Fig. 3. 87R15, the only double transfer on the plate.



Fig. 2. Both imprints and plate numbers.

from which it appears that the plate was softer under the sixth row than elsewhere, as well as under parts of the bottom row.

Whereas the most prominent "soft" spots on the plate were under the left pane, the right edge of the right pane must have been particularly "hard" and difficult to enter. Even in the earliest impressions, the right frame lines of the 10th vertical row of this pane are quite faint and within a very short time most of them disappeared. 10R is an outstanding example of the unevenness of the hardness of the plate during entry. Early impressions from this position appear to be normal, but as the plate wore slightly, the entire upper right quarter of the stamp began to fade out, as shown by Figure 1. This phenomenon is so consistent that it is not believed to be the result of dry paper (a condition along the edges of certain sheets that produces similar effects).

The hardness of the plate in its "softened" condition also gave the engraver great difficulty in recutting the vertical frame lines. This resulted in several slips of the engraver's tool as well as many faint frame lines, since the engraver used no mechanical device to increase pressure on his engraving tool as was done with the relief roller.

All of the stamps produced by Plate 15 are Type II with continuous frame lines drawn from the top of the top row stamps to the bottom of the bottom row. There are, however, a few exceptions to this general rule. In several instances, the engraver stopped the drawing of the frame line at the top or bottom of a stamp design and resumed the line at the edge of the next stamp. In most cases, this was done because the straight edge that was used to guide his engraving tool was not quite parallel to the stamp design or because of poor alignment of the stamp designs, either cause resulting in the frame lines tending to be too close to the stamp designs at some particular point. On none of the positions, however,

do both frame lines terminate at the top and bottom of the design, creating a true Type IIa as is found on stamps from the Plate 10 Group.

Imprints and Center Line

Both imprints read "Toppan, Carpenter & Co. BANK NOTE ENGRAVERS, Phila. New York, Boston & Cincinnati". The left imprint is about $1\frac{1}{4}$ mm. from the stamps of the left pane, while the right imprint is about 2 mm. from the stamps of the right pane (measured from the right diamond blocks, since the right frame lines are very faint or non-existent). Because of a short transfer of the imprint roll, the word "Cincinnati" on the right imprint reads "Cincinnati".

The plate numbers read "No. 15P." Each is 1 mm. from the imprint.

The distance between the two panes is $1\frac{1}{2}$ mm. They are divided by a center line that is single and heavier than the adjoining frame lines. It is not evenly centered between the panes, being slightly closer to the right pane at the top and closer to the left pane at the bottom. The center line extends above the top of the top row stamps at least 3 mm.

Double Transfers

There are four double transfers on the plate. One, 87R15, is a major double transfer with all rosettes strongly doubled to the northwest and with lines through "POSTAGE" and "THREE CENTS." The remaining double transfers (1L, 8 and 97R15) are slight.

Recutting

The recutting on this plate may be divided into three general categories: first, repair of the damaged "A" reliefs; second, internal design recuts; and third, frame line recuts.

Each of the damaged "A" reliefs has been repaired by drawing a vertical line along the left edge of the flaw. The major flawed area is filled with short, thick dashes and a few longer dashes, all of which generally run in a northwest to southeast direction. One position, 7R15, has a double repair, showing two dots in the small break just to the right of the larger triangular break.

Plate 15 contains more internal recuts than any other Type II plate. This recutting is limited to the upper left triangle and the left edge of the tessellated work just below the upper left rosette. Positions 19, 59, 69L, 58, 59 and 85R15 each have one line recut in the upper left triangle as well as one or two vertical lines defining the left edge of the tessellated work.

In the very earliest printings from the plate, 57R15 shows two faintly recut vertical lines in the upper left triangle and a faint recut line below the upper left rosette. As the plate wore slightly all of these lines disappeared.

Position 17R15 is recut below the upper rosette, but has no recutting in the upper left triangle.

All of these recuts are very delicately done and all tended to fade as the plate wore.

The recutting of the frame lines is so distinctive that many copies in a representative accumulation of Type II stamps may readily be identified as coming from Plate 15 by reason of this characteristic alone. A part of this distinctiveness arises from the fact that many of the frame lines on the reliefs actually transferred to the plate as faint frame lines running from the top to the bottom of each stamp design. The hand drawn frame lines which extend from the top to the bottom of the plate frequently failed to "register" on top of the faint relief frames, creating what appear to be doubled frame lines.

On positions where this occurred, there will normally be one fairly heavy recut line and an adjoining faint frame line from the relief, which was not recut. However, because many of the recut lines are themselves faint, some of these "doubled" lines appear to be of equal strength. They can usually be distinguished



Fig. 4. Internal recutting.

19L15
59L15
69L15

57R15
58R15
59R15



Fig. 4A (Cont'd).
75-85-95R



Fig. 5. Right frame lines doubled (27, 37, 47R15)

from true double frame lines by the fact that the relief frame is often broken along its length. Where the registry was partial only, the frame line will appear to be split.

There are a number of true double frame lines on the plate. Admittedly, the distinction between the doubles described above and "True" doubles is somewhat

arbitrary on the part of the author. The two phenomena, however, arose from totally different causes; the "false" doubles are relatively common on the plate while the true doubles are uncommon and very striking varieties. In order to qualify as a true double, both lines must run from the top to the bottom of the stamp design (or nearly so), both must be of equal weight, and they must not touch each other. True doubles are the result of recutting of both lines that make up the double.

Six stamps from the seventh vertical row of the right pane (17, 27, 37, 47, 57, 67R15) show a double right frame. Here, the engraver drew the customary right frame line from the top to the bottom of the plate. This line did not coincide with any of the right relief frame lines adjacent to the stamps on these six positions, and so for some reason that is not clear, he proceeded to redraw an additional right frame line over these faint relief lines, being careful to draw these additional lines only from the top to the bottom of each stamp design, as was done on the Type IIa plates.

In this vertical row, 7R15 would also have shown this double right frame line, except that the two lines join at the top of the design, creating a split line. 77R15 is one of the positions that has not been placed and so it is not known whether it has a double right frame.

91 and 92R15 have true double left frame lines, although the line closest to the stamp design tends to fade out near the top on both positions.



Fig. 6. Left frame lines doubled (91, 92R15)

Fig. 7. Triple frame lines. 7R15, the center stamp in the strip of three, is truly remarkable. It has a guide dot near the upper right diamond block, the damaged "A" relief has a double repair, the left frame line is triple, and the right frame line is split!

98R15 has a double right frame line that is peculiar in that the inner line of the double touches both the upper right and lower right diamond blocks as well as the upper right triangle.

75L15 appears to be a "hybrid" double. Here, the recut right frame line is very far from the design and the original right relief frame appears between it and the stamp design. This original right relief frame is not recut, but is so heavy that on clearly printed copies it is almost as heavy as the recut line and, contrary to the appearance of the usual relief frame line, is not broken for its full length.

Two positions, 7 and 99R15, show what Dr. Carroll Chase called triple frame lines. Here, our arbitrary definition of true doubles will not hold up, since the lines do not appear to be of equal weight and since they touch each other. Each splays out from a common apex. They were probably caused by slips of the engraver's tool or by slippage of the straight edge used to guide the engraver's tool.

Some split frame lines, as indicated above, were caused by the recut line touching the original (and unrecut) relief frame line at some point and

then diverging from it. The result is a frame line that is single for a part of its length and then appears to split into two separate lines. One branch is usually heavier than the other, although this is not always necessarily the case. As in the case of false doubles, there are many faint split on the plate. Some of the more prominent ones are listed below. It is not possible to tell in each case whether both branches were recut, although some, such as 7R15, certainly were. They vary from very tiny splits at the top or bottom of the frame line (18R15) to full length double lines that touch at the top or bottom of the design.

Just as the 7th vertical row of the right pane has a large number of double right frame lines, the 8th vertical row of the left pane has a large number of split right frame lines; all of them have both branches recut and would have been classed as true double lines had they not touched at some point.



Fig. 8. Split right frame lines from the 8th vertical row of the left pane.

38-39L15

Right frame line split: 18, 28, 38 (split top and bottom, joined in the middle), 46, 48, 58, 60, 68L, 7R15.

Left frame line split: 10, 85L, 8, 9, 10, 17, 18, 19, 20, 27, 30, 70R15.

Presumably, each stamp had two vertical recut frame lines when the plate was made. However, because of the difficulties in its manufacture, many of these frame lines were very faint. With Plate 15, we see just the reverse of the wearing process described by Dr. Chase in his discussion of Plate 1 Late. There, the reliefs had been entered to a normal depth, but the recut lines were deeper than the relief lines. As the plate wore, the relief design began to fade and the recut lines stood out in ever sharper contrast. On Plate 15, at least some of the reliefs were entered deeper than normal and the recut lines were relatively shallow. Thus, as Plate 15 wore, the recut lines were the first to grow fainter, and finally many of them disappeared. In consequence, copies may be found which were printed long before the plate was abandoned that show but one vertical frame line or broken vertical frame lines. Toward the end of its use, when the plate was badly worn, stamps were produced that show no trace of either frame line.

Very faint left frame lines are found on the following positions: 1, 11L15. Very faint right frame lines are found on the following positions: 2, 3, 4, 63, 93, 94L, 10, 20, 24, 25, 30, 32, 40, 50, 60, 67, 70, 76, 80, 84, 87, 90 and 100R15. Six positions show both frame lines to be very faint: 22, 31, 32, 41, 42 and 73L15.

Slips

There are six recognized slips of the engraver's tool on the plate, all occurring on the frame lines. All are found on the left pane.

6L15: Slip on the right frame line starts 13 mm. from the bottom and runs up and slightly to the left for about 3 mm.



Fig. 9. Split left frame lines. Positions 20, 30 and 70R15 also show the complete disappearance of the right frame line from the 10th vertical row of the right pane.

8L15: Slip on the right frame line starts 8 mm. from the bottom and runs down and a bit to the right for about 4 mm.

9L15: Slip on the left frame line starts about 5 mm. from the bottom and runs up and slightly to the left for about 3 mm.

50L15: There are two slips on the right frame line. The first starts 4 mm. from the top and runs down and to the left for about 1½ mm. The second starts 6½ mm. from the top and runs down and to the left for about 3 mm.

96L15: Slip on the right frame line starts 5 mm. from the bottom and runs up and to the left for about 2 mm., touching the tessellated work.

99L15: Slip on the right frame line starts 11 mm. from the bottom and runs down and to the right for a little over 3 mm.



6L15

8L15

9L15

Fig. 10. Slips of the engraver's tool.

Flaws

In its original state, the plate was marred by needle point pits similar to those found on Plate 3 of the 1c denomination. The most prominent pitted area is along the left margin of the plate. In early printings, these pit marks show in the left margin of 51, 52, 61, 62, 71 and 72L15. As the plate wore slightly, the pit marks disappeared.

Four other plate flaws have been observed. 21L15 has a diagonal line of color about 1½ mm. long above the upper left diamond block. It starts above



50L15



99L15

95-96-97L15



Fig. 10 (cont'd).



21L15



9R15



10R15

Fig. 11. Plate flaws.

the diamond block without touching it and runs in a northeast direction. On 9R15 there is a strong, almost vertical dash of color on the right edge of the "S" of "POSTAGE", extending $\frac{1}{2}$ mm. up into the white margin above the stamp.

10R15 has a strong dot of color over the "O" of "POSTAGE", 2/5 mm. above the top label. On 23R15 there is a triangular wedge of color on Washington's shoulder on a line with the button and to the right of it.

What Remains to Be Done

Eleven positions remain unplaced on the plate. They are 13, 33, 74, 76L, 53, 54, 63, 73, 74, 75 and 77R15. If you have any of these positions in a multiple which ties to a known position, its temporary loan for photographing will be very much appreciated.

Note on the Illustrations

Illustrating the 3c stamp in a publication such as the *Chronicle* is notoriously difficult, while showing fine-line recuts from this plate is impossible. The illustrations shown here were produced by enlarging 1:1 photos to four diameters; the recut lines were then reinforced with india ink. For publication, the photos were reduced to conform with the mechanical requirements of *Chronicle's* 5" x 8 1/4", or 30 picas by 50 picas format.

Acknowledgment

This article would not have been possible without the generous assistance and encouragement of Mr. Tracy W. Simpson.

PLATE RECONSTRUCTIONS

TRACY W. SIMPSON

Dr. Carroll Chase, Stanley B. Ashbrook, Elliott Perry, and Mortimer L. Neinken established the fact that hand-made retouching of the plate after transfer-roll impression provides a means of identifying the plate position of individual 1ct, 3ct, 10ct, and 12ct stamps of many of the plates of the 1851-'60 issue, and they also identified the relief characteristics and number-per-transfer-roll for the 5ct, (Ty 2), 24ct, 30ct, and 90ct values. Earl Oakley* similarly identified the reliefs of the 5ct Ty I.

Publication of their results and the accompanying interest in this identification process—called "reconstructions"—led others to emulate the leaders by gathering such stamps as they could, sending them to the original reconstructors for "plating" by comparison with the originals, and thereby starting their own reconstructions. Occasionally incomplete portions of the original reconstructions were finished with the aid of these neophyte platers.

This plate-reconstruction activity became a principal avocation of perhaps a dozen collectors of the 3ct imperf stamp, though many more undertook the reconstruction of small groups, such as the three right rows of left pane of plate 3, etc. Similarly specialists in the 1ct, 10ct, and 12ct stamp began noting positions of their stamps, and a few reconstructions aside from those of the originators resulted. A few unsevered panes also were discovered.

Interest in reconstructions was further enhanced by release of photos of the Dr. Chase reconstructions of his working plates of the 3ct Nos. 10 and 11, and some do their own plating by comparing stamps with these photos. However, it is not recommended that these photos be the sole basis of plating, because sometimes fine lines tend to thicken in photo printing and significant differences of color intensity do not show. Wherever possible a plate position obtained by comparison with the photo should be checked with an original by a "plating authority" to whom the Society's sales manager can refer an inquirer.

The sale in 1961 of the Dr. Carroll Chase 3ct collection also included complete reconstructions of Scott No. 26a plates 10 and 11, each in three states. Fortunately the buyer is a cooperative philatelic student who shares his findings with others. Also in the sale there was a well-advanced reconstruction of plate 15, a few complete panes obtained from Southern postoffices after the War-Between-the States, and a quantity of plated perforated No. 26, including many plated top-row copies (showing repaired and unrepaired reliefs). The sale of these per-

*See *Chronicle* Issue No. 45, July 1963.

forated 3's renewed interest in the reconstruction of the 3ct No. 26 and 26a stamps, and presently it is a principal activity of several specialists.

Now that most of the reconstructions of the original platers have passed into new hands because of death of so many of the original group, the question arises: What can be done to aid new collectors who are attracted to this field, and to stimulate the new owners of the complete reconstructions to continue the program of improving the quality of individual stamps?

It is to be remembered that the original researchers who published their discoveries were generally available for personal contact with their student associates, and by personal meetings or letter watched over the development of the reconstructions. This writer, though living in California, visited Dr. Chase in New York and later in New Hampshire, went to Corpus Christi when Leo Shaughnessy lived there, and always checked with Richard Cabeen in Chicago, and William Hicks in Pennsylvania. Dr. Gerald Smith of Oregon is almost a neighbor. Yet the present whereabouts of the reconstructions of many of these leaders is known only to a few.

The first suggestion that I take the liberty of offering is that a central registry be set up that will list the owners of principal reconstructions and the names of those who are in the process of completing a reconstruction. Such names should be released only to Society members who agree to hold the information as confidential. A convenient location for such a registry appears to be that of our Sales Manager, and as a courtesy his usual commission should apply to inter-member transactions, preferably made with his aid. Such a move would tend to reintroduce *esprit de corps* into the group, similar to that which prevailed in the old days. We know, for example, that Mr. D. A. Card bought the Chase No. 10 and No. 11 reconstructions, and that he is available as a plating authority, but this writer does not know the whereabouts of the reconstructions sold in recent years that belonged to many others of the early group.

Second suggestion is that because the supply of stamps is now limited, it would be advisable for a U. S. Classics 1851-'61 specialist to start the reconstruction of only one or two panes instead of embarking on a project of completing reconstructions of all possible plates of a single stamp. Such limited reconstructions (of one or two panes) would depict the characteristics of stamp production of the issue: relief types and arrangement, guide dots, and special features, such as double-transfers, recutting errors, strong double transfers, etc., and provide data for write-ups to prove philatelic interest and research. In support of this suggestion consider what would happen if, say, fifty collectors decided to reconstruct the 2600 positions of the imperf 3ct stamp. It is submitted that such an activity could not be completed; there are not enough stamps! However if a specialist undertakes the completion of a single pane, preferably of Scott No. 11 with inner-line recuts, probably all interested collectors could complete their projects.

A third suggestion is that those having reconstructions for sale at auction insist that an adequate description be supplied. Check of auction realizations of complete pane lots shows that often a better price would have been realized if the pane had been sold as a number of small groups, each adequately described as to condition, instead of by the usual highly generalized description found in many auction catalogs regarding pane reconstructions—a description that requires personal inspection to have meaning. A pane description of a reconstruction to be meaningful to a mail bidder should specify the percentage of the 100 stamps in each condition category, and the individual condition of each recognized premium item in the pane. A code plan of a series of numerals should simplify such descriptions.

My fourth suggestion has to do with the size of the album page for the reconstructions. The Rapkin album have a 9½ in. x 12½ in. quadrille mounting space is standard for most reconstructions of 1851-'60 issue stamps because the background is ideal for mounting ten rows of ten stamps each. However, some collectors have refrained from engaging in reconstructions because the remaining part of their collection is on smaller album pages. However, by the plan of limiting the reconstructions to only a few panes, smaller album sizes can be used by mounting

one-fourth of a pane on a single page in 5 x 5 arrangement, or one-half pane sideways 10 x 5.

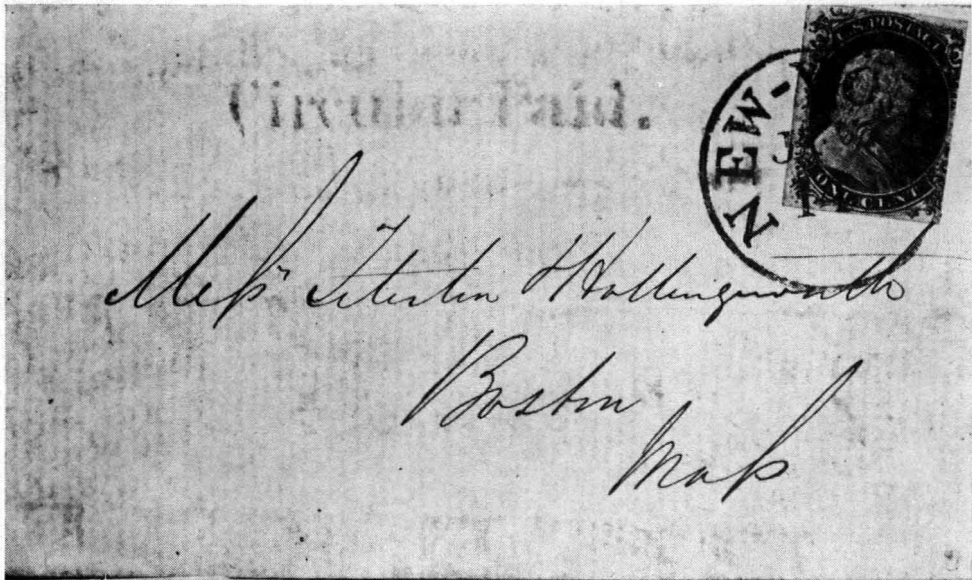
It is to be remembered that any reconstruction is usually a part of a collection of many items, sometimes including postal uses on covers. Even if limited only to plate varieties, it is probable that not more than half of the mounting space will be devoted to the reconstruction and its accompanying write-up. The rest will carry single stamps or blocks on sub-mounts, and plate specialties such as imprints, plate numbers, special double transfers, crack assemblies, and the like. These are well suited to the smaller-size albums now in considerable use, and any program of pane reconstructions to be associated with such a collection should not be handicapped by a fixed requirement that the album page should be large enough for mounting an entire pane on a single page.

CIRCULAR PAID

Can anyone tell us if the illustrated "CIRCULAR PAID" on this wrapper was applied by the New York post office or by the firm mailing the circular?

In *USPM*, Schedule A-9, page 43, Mr. Tracy W. Simpson says, "Private firms sometimes used a handstamp reading PRINTED CIRCULAR or equivalent. These are not U. S. postal markings . . ." In a recent letter, he explains, "Circulars were brought to the postoffice in big batches, and they were supposed to be identified as to what they were to justify the 1c stamp. This is similar to today's practice: [e.g.] a package must be marked BOOK RATE before the low postage can be justified. The larger mailers handstamp BOOK RATE before taking it to the postoffice. I can't find any P. L. & R. regulation that supports this viewpoint, but one can imagine that if a mailer brought in 1,000 circulars, the postmaster would ask him to mark them 'circular' before passing them with a 1c stamp."

The problem with this wrapper is the presence of the word "PAID." Mr. Simpson doubts that a private mailer would have used this word in his handstamp. So, on its face, it looks as if this was a marking put on at the New York postoffice, being an exception to the general rule, and the only one thus far noted. It is struck in red.



NEW EARLY DATE

Mr. Robert R. Hegland reports a new early date for a perforated 3c from Plate 2 Late (S3)—July 21, 1857. The stamp is on a cover used from Niles, Mich.

"REGISTERED" Markings Before Establishment of the U. S. Registry System

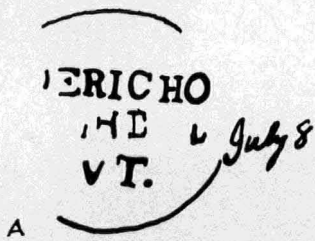
From Miss Barbara Mueller's excellent article in *Chronicle* Issue 33 we quote: "... There was no (registry) fee whatsoever before July 1, 1855, because there was no Official Registry System. All covers dated earlier and bearing notations to the effect that the contents were valuable were products of various informal registration plans set up by individual postmasters. The most famous of these, of course, are the Philadelphia R markings."

USPM, Schedule A-27(e), lists several instances of the word REGISTERED on covers used before July 1, 1855, among them that of Wilkes Barre, Pa., dated Mar. 15, 1853, on cover with S2. This cover appeared in the R. A. Siegel Sale of May 5, 1970, and the marking is shown here as Illustration No. X. No recording number appears on the cover, as these were not required until 1857. The authenticity of the marking is established by the letter enclosed, which states, "I am enclosing the sum of seven dollars. . . ."

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.

Illustration No.	USPM Schedule	Description (Dimensions in millimeters)	Used With	Reported By
A	A-1	<i>Vermont</i> JERICHO CENTER (?) /VT. o-? mss. date outside of townmark.	S2	H. M. Spelman III
B	A-1	<i>Vermont</i> Tyson, Furnace, Vt./mss.D sl 52x5	Nesbitt	J. R. Kesterson
C	A-2	<i>Connecticut</i> HEBRON/mss.D/CT K1-30	S5	J. R. Kesterson
D	A-2	<i>Iowa</i> MONTEZUMA/D/IOWA K5, K18-38	S5	T. J. Alexander
E	A-2	<i>Kentucky</i> CRAB ORCHARD/D/KY. K7-28	Nesbitt	A. T. Atkins
F	A-2	<i>Massachusetts</i> E. BRIDGEWATER/D/.MS. K3-32 dlc	S2	T. J. Alexander
G	A-2	PHILLIPSTON/ - /MS. K3-30 The pm, instead of inserting the date in mss. in the center of the townmark, as was customary with this type marking, wrote it on the stamp as an obliterator.	S5	T. J. Alexander
H	A-2	SWAMPSCOTT/D/MASS. K16-31 dlc. Struck in blue.	S5	T. J. Alexander
I	A-2	<i>Texas</i> RIO GRANDE CITY/D/Texas K2-35	Nesbitt	H. M. Spelman III
Not illustrated	A-8 (a)	S.I. "PAID" in townmark, infrequently used. E. BOSTON Ms./D/Yr./PAID	S5	T. J. Alexander
Not illustrated	A-8 (b)	S.I. "3 PAID" in townmark, infrequently used. ALEXANDRIA Va./D/3 PAID	S2	T. J. Alexander
Not illustrated	A-8 (b)	S.I. "3 PAID" in townmark, infrequently used. BUFFALO, N.Y./D/3 PAID in blue.	S1	T. J. Alexander
Not illustrated	A-8 (b)	S.I. "3 PAID" in townmark, infrequently used. RALEIGH N.C./D/3 PAID in blue.	S5	T. J. Alexander
J	A-13	<i>New York</i> Elmira L7-20	S5	T. J. Alexander
K	A-13	Hebron L24-17 wheel	S5	J. R. Kesterson
L	A-13	<i>Maine</i> Belfast L24-18 rays	S5	J. R. Kesterson
M	A-13	<i>Connecticut</i> East Windsor Hill L7-20	S5	T. J. Alexander
N	A-13	<i>Pennsylvania</i> Gwynedd L7-20x23	S5	T. J. Alexander
Not illustrated	A-14	<i>Vermont</i> Milton M10 "10"	S5	T. J. Alexander
O	A-27 (a)	ADVERTISED 40x31½, Dubuque, Iowa	S3	T. J. Alexander



Tyson, Furnace, Vt.
 B Nov 2 9th

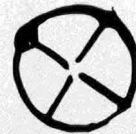
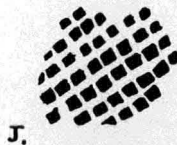
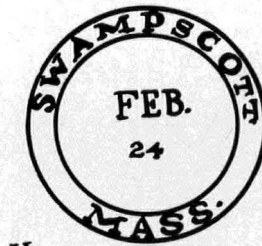
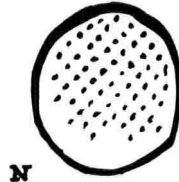
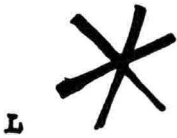


Illustration No.	USPM Schedule	Description (Dimensions in millimeters)	Used With	Reported By
P	A-27 (a)	ADVERTISED 40x41½, Hartford, Conn.	S2	T. J. Alexander
Q	A-27 (a)	ADVERTISED 36x3, Providence, R.I.	S5	T. J. Alexander

<i>Illustration No.</i>	<i>USPM Schedule</i>	<i>Description (Dimensions in millimeters)</i>	<i>Used With</i>	<i>Reported By</i>
R	A-27 (a)	FORWARDED 44x31½ (the handstamp "5" may be attached), Annapolis, Md.	S2	L. R. Campbell
S	A-27 (a)	FORWARDED 43x5 with separate "3" handstamp, Detroit, Mich.	S2	T. J. Alexander
T	A-27 (a)	FORWARDED 42x5, Milwaukee, Wisc.	S2	H. M. Spelman III
U	A-27 (a)	FORWARDED 36x4 with separate "5" handstamp, Staunton, Va.	S2	L. R. Campbell
V	A-27 (c)	Due 5 cts 34x6, New York City	S2	H. M. Spelman III
W	A-27 (c)	Due 5 Cts. 38x5, Troy, N.Y.	S2	H. M. Spelman III
X	A-27 (c)	REGISTERED 31x4½ on cover, Wilkes Barre, Pa. to Newburgh, N.Y., Mar. 15, 1853. (This marking is listed in USPM, but without dimensions or illustration) See text.	S2	T. W. Simpson



o ADVERTISED

r ADVERTISED

q ADVERTISED

FORWARDED 5
r

s FORWARDED

3

t FORWARDED

FORWARDED
u

5

v Due 5cts

w Due 5 Cts.

x REGISTERED

THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

As usual, the Period Editor can find a source of annoyance in auction or mail sale lot descriptions. And, just as before, the errors lie in attempts to *interpret* a cover rather than in the actual description of the cover. Here are a couple examples:

"LOT NO. 8. #65.—A very fine specimen tied on a superb buff cover with an extremely scarce canc. in blue "Chattanooga, Tenn. December 14, 1863" and clearly addr. to Mentor, Ohio. This city was finally captured on Nov. 25, 1863 by Fed. generals Hooker & Thomas and this canc. is known as a "Field Post Office" from an Army Camp. Cover probably carried by "Adams Express Co." thru-the-lines South to North. Rare usage. . . ."

"LOT NO. 7. A real classic full-face multi-colored balanced flag-star-shield (L2858) design clearly addr. to Philadelphia from a soldier (ms. "B. J. Sewell, 29 Reg. Penn Vols."). The unusual feature is pmk. in blue "Banks Division Apr. 16" meaning the sender was one of 40,000 veteran troops under Gen. Banks in May 1864 who attempted to attack Mobile via the Red River. The campaign failed but the division canc. is considered quite scarce. Fine with some edge tears. . . ."

Let us take a look at the Lot No. 8 description first. We have a bit of slightly fractured history here regarding the city of Chattanooga being "finally captured on Nov. 25, 1863, etc." Actually, the Federal forces had fallen back into Chattanooga after the Battle of Chickamauga on Sept. 20, 1863 and were besieged there by Confederate forces under Braxton Bragg until the siege was raised by the Battle of Chattanooga, which took place on Nov. 25, et seq., the Federal forces being under the command of Grant, with Sherman, Thomas and Hooker in command of separate armies. Of course, this has no bearing on either the rarity or description of the cover, and would not have been mentioned except for the comment regarding Adams Express and "thru-the-lines" in the description. In the writer's opinion, this statement is completely mistaken, and there are no facts to even indicate such a possibility.

Briefly, the actual facts of this situation are thus: between Sept. 20th and Oct. 30, approximately, the Confederate siege of Chattanooga was most effective, and the Federal nearly starved. Mail from Federal troops at Chattanooga during this period is very scarce, and bears the markings of other points. The famous "cracker line" was opened in late October, and incoming supplies thenceforth were equal to demand. Mail services from Chattanooga commenced soon after this, and a succession of "provisional" straight line markings were used between mid-November 1863, and mid-January of 1864. Undoubtedly, the cover described bears one of these, all of which were illustrated in Plate No. 1 of *Chronicle* No. 57.

We have no quarrel with calling this a form of Army Field Post Office marking; all occupation markings were such to a degree, since the post offices in occupied territory were mostly operated by the military under the direction of a Special Agent of the Post Office Department. However, this fact also brings us to the really objectionable feature of the description:—the suggestion that the cover was carried thru-the-lines by Adams Express. This speculation can have no basis in fact. First, a cover with a Chattanooga postal marking such as this which includes cancelling a stamp, obviously entered the U. S. mails (military version, but still considered "Post Office") at Chattanooga. It was carried North over the usual route—in this case, probably by steamboat and railroad to Nash-

ville and on North. About the only tinge of "thru-the-lines" is that the supply route passed through "Forrest" country-Nathan Bedford Forrest territory, that is!

The whole point is, of course, that if Adams or any other express company had carried the letter North, they probably would have marked it so, but whether they did or not, the cover would have borne the U. S. postmark applied at the point where the cover was placed in the U. S. mails.

Now, a look at the other cover—described in Lot No. 7. Here we have some really garbled history, and as any *Chronicle* reader who read the run-down on Banks' Division covers in *Chronicle* No. 59 will readily recognize, the date of the cover described is 1862 rather than 1864 and the place of usage is probably Western Maryland or at the North end of the Shenandoah Valley of Virginia. As a matter of fact, the 29th Penna. Regt. was assigned to Banks' Division until March, 1862 when that Division was dissolved to become the 5th Corps of the Army of the Potomac.

It is probably not necessary to point out that an "attack on Mobile via the Red River" is quite a geographical accomplishment, as the Red River runs roughly westward through Louisiana to Shreveport—which was the object of Banks' unsuccessful campaign.

The Period Editor was once accused by a well-known dealer of being a Civil War buff. While this may be true to some degree, (although the fine studies of tactics and strategies which are the concern of most Civil War buffs has never concerned us much) we feel that there is no field of postal history which can be studied without a basic working knowledge of the events of the area and period concerned. In this respect, the Civil War has probably been written up more thoroughly and continuously, so that good usable studies are always available, than any other event in our history.

EARLIEST KNOWN USAGE OF AN 1861 STAMP

Through the courtesy of Mr. Clifford L. Friend, we are able to illustrate the off-cover 1c 1861 stamp which is considered to be the earliest known use of this issue. The photo was actually made from a color print of the stamp, taken, we believe, when it was in the possession of the late L. S. Fisher.

At the right is a tracing of what appears to be the Baltimore handstamp that was used on the stamp. This was traced from a cover in the Period Editor's collection, and the date has been "faked" in, and is thus not an exact representation. If this is the correct marking, then the stamp was either a carrier or some other combination with other markings, since this marking of the Baltimore post office is usually found on covers of normal 3c letter rate.

While the stamp has been accepted for years as being perfectly genuine, and the writer has no reason to challenge either the stamp or its cancelling town datestamp, it would be very nice if a confirming copy could be found on cover.



1847-1869 ISSUES

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**THE SO-CALLED 1863 REVISION OF THE LAWS
RELATING TO THE POST OFFICE DEPARTMENT**

DEL F NORONA

"So-called" is used advisedly for the reason that the revision of 1863, consisting of 93 pages, *never* did become law.

The "ghost" publication is mentioned in *Chronicle*, issues 38:4, 39:1-2, 63:125, and 65:28-29, with interesting comments. It is suggested that the reader inspect them carefully before proceeding further.

The title of the publication reads:

REVISION OF THE LAWS
Relating to the
THE POST OFFICE DEPARTMENT.

The numerals in brackets signify the sections of the present laws on the same subjects, as found in the compilation of the laws issued by the department in 1859.

PREPARED BY THE POST OFFICE DEPARTMENT
FOR THE
COMMITTEE ON THE POST OFFICE AND POST ROADS,

Explanatory notes are appended to the bill.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1863

On the inside of the book is the authorization:

"House of Representatives,
February 2, 1863.

On motion of Mr. Clark, from the Committee on Printing, RESOLVED, That 500 copies of the revision of the post office laws, prepared by the Post Office Department, be printed for the use of the present House, and one hundred copies for the use of the Post Office Department.

Attest:

EM. ETHERIDGE, Clark"

A copy now on file at the office of the Deputy Postmaster General in Washington has attached to the title page, a typewritten slip:

"Poore's Descriptive Catalogue of Government Publications of the United States, 1774-1881, states that

"This codification of the postal laws was not accepted by Congress."

It will be noted that the proposed revision was printed some time after Feb 2, 1863, about a month before passage of the act of March 3rd, effective July 1st of that year. This is an important act for the philatelic student.

Obviously, instead of passing the proposed revision, Congress passed the much shortened act of Mar 3, 1863, published by Postmaster General Montgomery Blair in a 16 page brochure with index and containing but 45 sections.

We have carefully checked the two sections, 59 and 54 of the proposed revision (published in *Chronicle* 65:28-29) now under scrutiny, with various acts of Congress during that era, including the Postal Laws & Regulations (abbreviated PL&R) of 1859 and 1866. The various editions of the PL&Rs consist of compilations (or codifications) of various postal laws in effect at a given period, with instructions as to how they should be put into effect. No general compilation of laws with instructions were published between 1859 and 1866. However, as acts were passed by Congress the Postmaster General would usually publish the act in question in short form, together with instructions. Congress passed an act; it was left to the Postmaster General to issue instructions as to carrying them into effect. Thus the instructions were the law of the land unless overruled by the courts.

The brochure of Montgomery Blair concerning the act effective July 1, 1863 was titled, *An Act to Amend the Laws Relating to the Post Office Department, Approved March 3, 1863: Together with Instructions Predicated Thereon by the Postmaster General for the Government of Postmasters. 1863.* and with the direction that the act take effect "from and after" the 1st July, 1863.

We say positively that sections 59 and 54, as well as the one about free

forwarding (*Chronicle*, 38:3) never were the law of the land, certainly not at any period between 1859 and 1866. The 1866 PL&R contains a notation "this compilation of the postal laws is the first that has been made since 1859."

It is suggested that students type an insert on a thin slip of paper and stick it on the margins of their respective issues of the *Chronicle*, 38:4 and 65:28-29, to the effect:

"These sections never became law and should not be referred to as such. See *Chronicle* 71.

An assertion of fact once made in print is difficult to delete, but we must do the best we can to correct errors.

A primary objective of our Society is to ascertain the facts about various aspects of our Classics era. Readers are being encouraged to submit addendas to published articles, as well, of course, to call attention to errors.

No stone should be left unturned in trying to make proper corrections. We suggest that the Indexing Committee now at work on an overall index to the *Chronicle* make suitable insertions in the index pointing out additions and corrections to earlier articles and check-lists.

References

Government Publications

- 1859—. . . *The Postal Laws, Classified by Subjects, . . . also, the Regulations of the Post Office Department*. Washington, 1859. Paging irregular.
- 1863—*Revision of the Laws Relating to the Post Office Department*. Washington, Government Printing Office. 1863. 93 pp. [This codification was not adopted.]
- 1863—*An Act to Amend the Laws relating to the Post Office Department, Approved March 3, 1863: Together with Instructions Predicated Thereon by the Postmaster General, for the Government of Postmasters*. Washington. 1863. 16 pp. incl. index.
- 1866—. . . *The Postal Laws and Regulations, Published by Authority of the Postmaster General*. Washington, 1866. [Note, p. 3: "This compilation of the Postal Laws is the first that has been made since 1859."]

Philatelic Publications

The Chronicle of the U.S. Classic Issues: 38:4, 39:1-2, 63:125, 65:28-29

Editor's note:

Mr. Norona is quite correct in stating that the sections 59 and 54, of the unissued 1863 P.L. & R. were not "the law of the land" insofar as being used in the exact form given in *Chronicle* No. 65. At that time, the Period Editor had never seen a copy of the 16 page pamphlet noted by Mr. Norona in his article. Thus the Period Editor stands corrected, in that the respective legislation noted did not appear exactly as was stated in *Chronicle* No. 65. However, the important point here is that both sections were reworded and appeared in the pamphlet as Sections 26 and 31 rather than 54 and 59. The former did become law.

In the pamphlet of 1863, Section 26 read:

"And be it further enacted; That if any matter on which by law the postage is required to be prepaid at the mailing office shall reach its destination without such prepayment, double the prepaid rates shall be charged and collected on delivery."

Section No. 31:

"1. No fees will be allowed to any vessel or to any person on board any vessel which carries the mail, nor to any mail carrier on any mail route by land or water.

2. Postmasters are authorized to pay for each letter addressed to the United States by any other sea-going vessel from a foreign port two cents, and for each letter addressed to the United States brought by any other vessel on inland waters, or brought coastwise from one domestic port to another, one cent; but to entitle the carrier to such payment, the letters must promptly be delivered to the post office upon arrival.

3. At the post office where deposited they will be charged with double rates of postage to be collected at the office of delivery, that is to say, six cents for the single rate if mailed and four cents the single

rate if delivered at the office; but if such letter has been prepaid by United States stamps at such double rate of postage, no additional charge will be made. If only partly prepaid by stamps, double the unpaid balance will be charged and collected on delivery.

4. If such letter is addressed to any point in a foreign country, no fee will be allowed thereon by the postmaster to the carrier."

The important aspect of these two sections is that they changed the ship letter rates which had been basically in effect for many years, in that 2c per letter had always been added to a domestic postage charge. While there are exceptions to this statement, it is correct generally. The 1863 laws changed this to involve the letter weight in the ship letter fee.

Many covers exist displaying one or another of these sections, and the usual way of separating them as to usage is whether they are marked "ship."

WATERWAYS R.P.O.'S — THE MEYER RECORDS

There are several corrections and additions to make on Plate XI of the Meyer records of Waterways postal markings, as published on page 92 of *Chronicle* No. 70. The first correction is the caption of the plate, itself—this should have read "Plate XI" rather than "Plate 9." The EVANSVILLE & PADUCAH marking, No. XI-12, should have been listed as being struck in violet rather than black. Item XI-18, although basically struck in black, has the word "EAST" in red. A similar marking exists, dated April 29, 1900, with "West" struck in blue.

Mr. Arthur H. Bond has written at length regarding item XI-15, the "JACK & ???" marking, proving that this marking is not a "JACK & Enterprise" steamboat marking, as we thought, but is the Jacksonville & Tampa *Railroad* R.P.O. marking, Towle No. 384-A-1. We have retraced this on Plate XII, showing the letters which we have, with difficulty, deciphered from the photo clip made by Henry A. Meyer. This marking is struck partially on the stamp, as photographed, and the writer took the vertical bar of the "T" for that of an "E." Further examination proved Mr. Bond correct.

In *Plate XII*, we have left a space to include a "PARKS. & POMEROY" R.P.O. as listed by Mr. Meyer. No photo clip was present in the records. Can anyone supply this? Item XII-8 was in with the RPO listings in the Meyer records, but may well be an "AGT." marking. Can anyone supply this information? Item XII-11, although seemingly clear enough, remains a mystery to this writer. The name "SEHOME" is not listed in any post office name list we have available. Neither are we quite sure the last word is as shown. Who can provide data on this one?

This plate concludes the 19th Century steamboat R.P.O. markings as recorded by Mr. Meyer. There are probably about three more plates of 20th century markings of this same class, but those we expect to publish elsewhere, inasmuch as we do not expect to get much response from *Chronicle* readers on markings used from 1901 up through the late 1950's.

Further portions of the Meyer records, including the markings STEAM, STEAMBOAT, WAY and SHIP will be published in the near future. To date, although response has not been large, and very few *new* markings have been added, there have been many corrections and adjustments. All these are appreciated and will lead to a better and more accurate book when it appears.

DESCRIPTION OF THE MARKINGS OF PLATE XII

(All with "R.P.O." unless otherwise stated).

Item	Description	Date or Period
XII-1	PAD. & CAIRO, 27/3 mm, black.	Banknote
XII-2	PAD. & FLOR., 27/3 mm, violet.	1890

XII-3	PALATKA & DRAY ISLAND, 27/2½ mm, black.	1888
XII-4	(No illustration available) PARKS. & POMEROY, 27/? mm.	1885
XII-5	PORTS. & CIN.RIV., 27/3 mm, black.	1887
XII-6	PT. TAMPA & HAVANNA, 28/2½ mm, black.	1899
XII-7	PORT T. & TAC., 30(d.l.)-19/3½ mm, purple.	1885
XII-8	ST. FRANC. & DONVILLE (May be "AGT"), 26/3 mm, black.	Banknote
XII-9	ST. LOUIS & PUDUCAH, 28½/2 mm, black.	1898
XII-10	SAN FRAN & YUKON, 29/3 mm, color not known.	1899
XII-11	SEHOME & PORT TOWN (see text), 27½/2½ mm, black.	1889
XII-12	SELMA & MOBILE, 27/2½ mm, black.	1898?
XII-13	TICOND & L. GEORGE, 26½/3 mm, black.	1887
XII-14	VICKS & NATCHEZ, 27/3 mm, black, with killer "S" in circle.	1887
XII-15	WHEELING & HUNT, 27½/3 mm, black. R.R. mark- ing after 1887.	?
XII-16	WHEELING & PARK, 27/3 mm, black.	1887
XII-17	WHEELING & PT. PLEASANT, 27½/3 mm, black. With cork killer.	1887
XII-18	ZANES. & MAR., 27/3 mm, color not known.	1893
XI-15	Not JACK & E., but JACK & TAMPA, Towle 384-A-1. See text.	
XII-19	<i>Detroit to Algonac Steamboat, Rural Free Del. Service,</i> 46 x 23/2, purple.	1900
XII-20	DETROIT, MICH/MARINE P.O., 25½/2½ mm, black, with duplexed killer.	1897

CHINA AND JAPAN STEAM SERVICE — LAST CALL

In *Chronicle* No. 66, May 1970, a request was made for reports of covers bearing the oval marking reading "China and Japan/Steam Service" which was illustrated as item 14, plate "A" of *Chronicle* No. 68 (page 168). The purpose of asking for the reports is to attempt working out the period of usage, colors, and place of usage of this marking. There are some doubtful areas, and the fact that a few fakes exist hasn't helped much.

There is question whether the marking was applied aboard the vessels of the Pacific Mail Steamship Co., or upon arrival at the San Francisco post office. The major difficulty has been to accurately year date such covers. With the appearance of the new monograph of the International Society for Japanese Philately, *Pacific Crossings from Japan, 1858-79*, by Halliburton, Roger and Spaulding, this problem is solved, since nearly all covers arriving from the orient, let alone Japan, can be accurately year dated. If all covers bearing the "China and Japan/Steam Service" marking arrived aboard the P.M.S.S. Co. contract vessels, then the monograph makes possible the year dating of all such covers.

For this reason we would much appreciate a Xerox or photo of each cover, with backstamps, if any, and data regarding any contents.

To date we have had a good response from many individuals, but particularly Bert Christian, Bill Semsrott, and, since the British postal strike ended, Walter Hubbard. How about more listings?

—R. B. Graham



XII-1



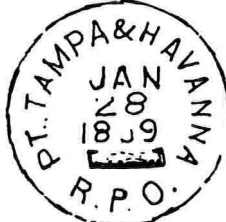
XII-2



XII-3



XII-5



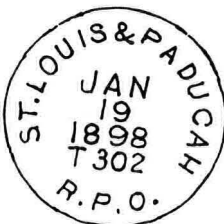
XII-6



XII-7



XII-8



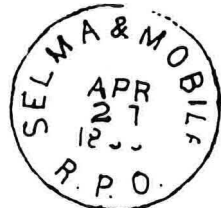
XII-9



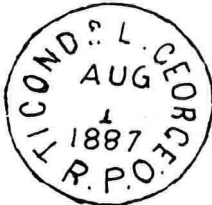
XII-10



XII-11



XII-12



XII-13



XII-14



XII-14 K



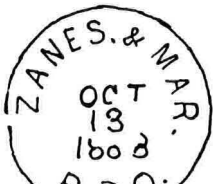
XII-15



XII-16



XII-17



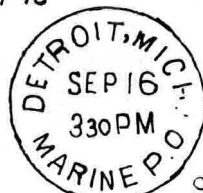
XII-18



Not XII-15 but 384-A-1



XII-19



XII-20



97

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

Towle-Meyer Catalog

Through the courtesy of Messrs. Fingerhood, Funk, Germon, Heinen, Hyatt, John Roberts, Sheppard, Skowlund, Spelman and Wyer we present the following errata and addenda for 1861-1886 Railway Markings Catalog:

Errata

(a) The listing for Catalog Route 42 on page 34 of Towle-Meyer catalog should be completely deleted. The marking shown thereunder should be listed as follows:

58-S-2: 28-18½ x 22½-13½ D.Oval, blue, WYD 1879, 1880. Partial .6 (Boston, Barre & Gardner R.R.—Jefferson's Station, Mass. located 10 miles north of Worcester).

(b) Catalog Routes 311 and 500; Wherever in listing reference is made to Bristol, Va. or Bristol, Va.-Tenn. it should be changed to Bristol, Tenn. At time of this catalog Bristol station was in Tennessee and corresponding station in Virginia was named Goodson.

Addenda

(c) 58-D-1: Add negative N in black circle killer.

(d) 175-S-2: Add WYD 1885 (*Chronicle* 56)

Addenda—Plate XXV

Maine

2-C-2: 27 black, 1882. 8

11-D-2: 26 black, Banknote. 3. (Portland & Swanton)

Catalog Route 12: Bangor-Bar Harbor, Me., MAINE CENTRAL R.R.

Route Agents: Bangor-Bar Harbor, Me. 1885, 1886-1 Clerk—51 miles

Markings: 12-A-1: 27 black, 1885 .2

Vermont

35-S-8: 32½ x 20 Oval, blue, WYD 1876. 15 (Connecticut River R.R.)

Connecticut

84-B-1: 27½ black, Banknote. 7 (Willimantic & New Haven)

New York

105-A-3: 31½-29½-17 Tr. Circle, black, WYD 1879. 10

121-S-4: 30½-20 x 23½-14½ D.Oval, blue, WYD 1874. 12 (New York & Oswego Midland)

127-S-1: 27 x 19 box-rounded corners, black, WYD 1867. 18 (Oswego & Syracuse)

134-B-1: 27 black, WYD-Eighties, 5. (Auburn & Sayre)

Pennsylvania

189-S-2: 30½ blue, WYD 1877, 10. Partial (Wilmington & Northern R.R.)

192-S-1: 30 black, WYD 1865. 18

193-F-1: 26 black, Banknote. 9 (Williamsport to Elmira division of Northern Central R.R.)

(21 min. black EPHLIN killer-Route Agent)

New Jersey

241-H-1: 3 straight lines, magenta, WYD 1878. 18 (Route agent's stamp—usually used on facing slips)

Maryland

274-H-2: 27½ black, Banknote. 2 (Baltimore, Washington & Grafton)

274-S-30: 29-20½ x 23½-15 D.Oval, blue, WYD 1877. 24. (Baltimore & Ohio R.R.—Mis-spelling of Vanclevesville, first station east of Martinsburg, W.V.)

274-S-31: 32-22½ x 25½-16½ D.Oval, blue, WYD 1879. 24. (Baltimore & Ohio R.R.—Station not located but there was a Rawlings P. O. halfway between Cumberland and Piedmont in Allegheny Co., Maryland)

274-S-32: 27½-18½ x 22½-13½ D.Oval, blue, WYD 1873. 28. Partial. (Baltimore & Ohio R.R.)

274-S-33: (32) - (23) x 25-15½ D.Oval, blue, WYD 1884. 18. Partial. (Baltimore & Ohio R.R.—first station west of Boyd, Md.)

Virginia

302-I-2: 27 black, WYD 1886. 3. (Washington & Charlotte Fast Mail)

303-S-10: 37½-35 x 23½-21½ D.Oval, magenta, WYD—Eighties. 12. (Chesapeake & Ohio Railway)

304-D-1: 26½ black, WYD 1883. 4. (Richmond, Lynchburg & Clifton Forge) Complete tracing.

PLATE XXVI

Virginia

305-Y-1: manuscript, Fifties (Stampless—date uncertain), 8. (Richmond Railroad) (Rives correspondence to Cobham, Va.)

South Carolina

337-J-1: 25½ black, Banknote. 6 (Belton & Walhalla)
340-S-1: 28½ x 18 box, blue, black. WYD 1872, 1874. 13 (Corrected listing—Formerly shown as GOULDINS—contains verifying letter)

Georgia

353-E-1: 25 black, 1875 .5. (Macon & Augusta)
Catalog Route 364: Brunswick-Albany, Ga. BRUNSWICK & WESTERN R.R.
Route Agents: Brunswick-Albany, Ga. 1873, 1875, 1877, 1879, 1881-2 Agents, 1882, 1883—2 Clerks—172 miles
Markings: 364-A-1: 27½ black, WYD 1885 .5
Catalog Route 368: Tallulah-Athens, Ga. NORTHEASTERN RY. of GEORGIA
Route Agents: Lulu-Athens, Ga. 1882-1 Clerk, Tallulah-Athens, Ga. 1883, 1885, 1886-2 Clerks—73 miles
Markings: 368-A-1: 27 black, WYD 1885 .6

Alabama

404-C-2: 26½ blue, Banknote .6. (Mobile & New Orleans)

Mississippi

420-H-1: 26 blue, Banknote .5. (Columbus & Corinth)
420-I-1: 26 black, Banknote .4. (Columbus & West Point)
420-J-1: 26½ black, Eighties .3.
423-D-1: 26½ black, Banknote .12. (Mississippi & Tennessee)

Arkansas

456-S-5: 30½-20½ D.Circle, blue, WYD 1879 .12 (St. Louis, Iron Mountain & Southern Rwy.)

Texas

476-D-1: 26 black, Banknote .9. (Galveston, Houston & San Antonio)

Tennessee

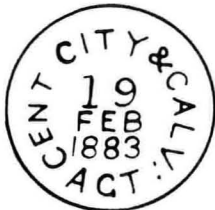
516-B-1: 26 black, Banknote .5 (Nashville & Hickman)

Kentucky

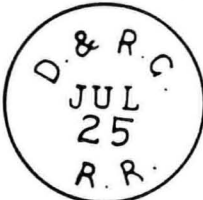
522-S-4a: 30-19½ D.Circle, blue, WYD 1883.12 (Cincinnati Southern)
524-S-9: (31½) x 25½ Oval, blue, WYD 1877 .18. Partial (Louisville, Cincinnati & Lexington R.R.)
524-S-10: 31½ x 26½ Oval, blue, WYD 1881 .16. Partial.

Ohio

550-H-1: 26 black, Banknote, 4. (Salamanca & Akron)
561-R-1: 26 black, Banknote, 10. (Terre Haute & Indianapolis)
561-U-1: 27 black, Banknote, 4. (Columbus & Cincinnati)
571-C-2: 27 black, Banknote, 2. (Grafton & Cincinnati)
571-F-1: 26½ black, WYD 1890, 3. (Parkersburg & Cincinnati)
573-D-2: 27 black, WYD 1881, 4. (Cleveland, Hudson & Columbus)



934-F-1



953-G-1



969-A-1



976-S-6

Nebraska

934-F-1: 27 black, WYD 1883. 6. (Central City & Calvert).

Colorado

953-G-1: 26 black, Banknote. 12. (Denver & Rio Grande).

Utah

Catalog Route 969: Salt Lake City-Juab, Utah *Utah Southern R.R.*
Route Agents: Salt Lake City-Provo, Utah 1875-1 Agent; Salt Lake City-York, Utah 1877, 79-2 Agents; Salt Lake City-Juab, Utah 1881, 82, 83-2 Clerks (105 miles).
Markings: 969-A-1: 26 black, Banknote. 16.

California

976-S-6: 33-20½ D. Circle, blue, WYD 1883. 35. (Central Pacific).
Note—Tentative as location of Washington station has not been ascertained.

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

SOME NOTES ON GERMAN MAILS

Dr. Robert de Wasserman, RA 383, submitted the cover illustrated as Figure 1 to this editor in 1967. At that time, this editor was unable to explain it. Unfortunately, it is only a cover front and, therefore, whatever back stamps that might have existed are unknown. The cover was posted in Baltimore on 4 September (1851), and endorsed "p Canada str. of 3d Sept from Boston." Since the cover was not posted until 4 September, it could not possibly be sent by the *Canada* which did sail from Boston on 3 September 1851.

The cover is prepaid 6c and was undoubtedly intended to be sent in the British open mail at a 5c rate, one cent overpaid. The cover was undoubtedly sent to New York where it was marked "TOO LATE." New York could have sent it in the British open mail by the next Cunard sailing, that of the *Asia* on 10 September 1851, or it could hold it for the sailing of the Collins line *Atlantic*, which sailed on 13 September. It evidently decided to send it by the latter ship in the Bremen closed mail.¹ Duly, Bremen was debited with 20 cents which was the United States postage by Bremen mail. One may wonder why it was not sent by one of the Ocean line ships, the *Washington* or *Hermann*. The *Hermann*

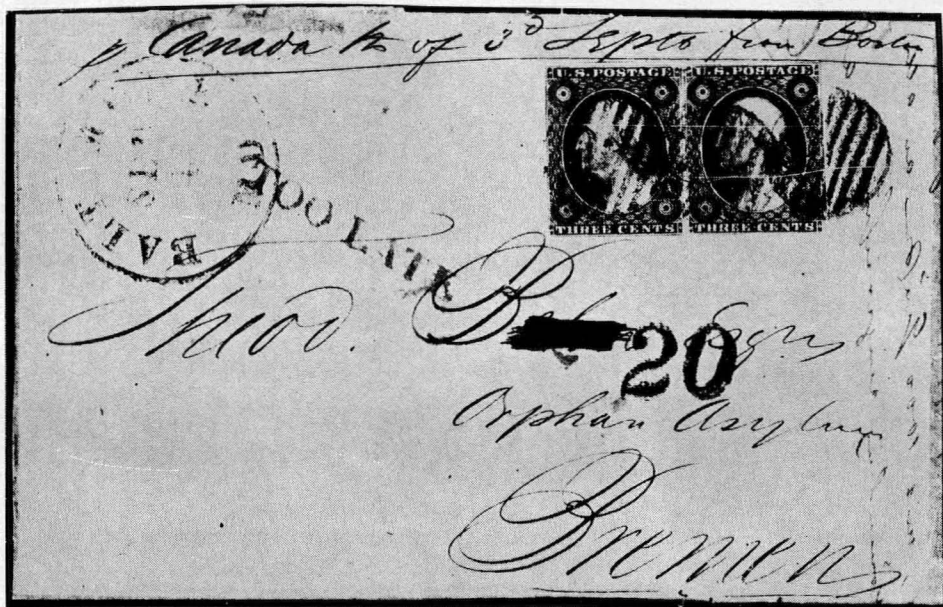


Figure 1. Cover Baltimore to Bremen, via Bremen closed mail.

arrived in New York on 29 August 1851 and was laid up for repairs. There was no September sailing by the Ocean line. The *Hermann* was scheduled to sail on 25 October, but the sailing was cancelled, and it did not actually sail until 1 November 1851. There was no sailing by the Ocean line between 9 August and 1 November 1851. It was irregularities such as this that forced the Postmaster General to use the Bremen closed mail.

The cover does not bear a New York American packet marking. In 1851 covers were not so marked. The earliest American packet marking seen by this editor bears the date of 2 September 1852. There is also no Bremen marking on the face. Since the letter is addressed to Bremen, the AMERICA/UBER BREMEN marking would not be used, because it means from AMERICA through or via Bremen. It is also not marked for collection of postage in Bremen. The Bremen



Figure 2. Cover Norwich, Connecticut, to Hamburg, via British open mail.

grote was equated to the U. S. cent, and the 20 on the cover was allowed to indicate that 20 grote were to be collected. This same situation existed on letters posted in Bremen addressed to the United States.² Since no inland postage was charged in Bremen, the total postage of this letter was only 20 cents. This editor has never seen a cover to Bremen, or through Bremen, that was prepaid with 20 cents in U. S. stamps. Can any reader show one?

Figure 2 illustrates a cover reported by Mr. Lester L. Downing, RA 117, some time ago. Posted in Norwich, Connecticut, on 26 August 1851, this cover was forwarded by the *Canada* on 3 September 1851. It was sent in the British open mail and bears a British debit of one shilling. This represented 8d. sea and 4d. British and Belgian transit postages.³ Postage of 19 schillings was collected in Hamburg (about 34 U. S. cents).

On 4 August 1853 additional articles to the 1847 U. S.-Bremen convention were signed at Washington. These articles altered the rate structure of the original convention and were to become effective on 15 August 1853. The first mail from the United States under these provisions, however, was not forwarded until the *Hermann* of the U. S. Ocean line sailed on 10 September 1853, and the first mail by Bremen packet was forwarded by *Germania* of W. A. Fritze & Co. on 19 September 1853.⁴ This arrangement established an international rate of 10 cents between the United States and Bremen, of which 5 cents was U. S. inland, 4 cents sea postage and 1 cent Bremen inland postage. On letters sent through Bremen to places in the German-Austrian Postal Union there was a transit rate of 5 cents, except to Oldenburg, to which the transit rate was only 3 cents. To those countries which refused to reduce their transit rate to 5 cents, or less, the international rate became 15 instead of 10 cents, the additional 5 cents belonging to the country that furnished the packet. This had the effect of raising the sea postage to 9 cents per half ounce on such letters.⁵ Few countries did not reduce their transit rate to 5 cents, primarily those served exclusively by the Thurn & Taxis posts.

The ships of W. A. Fritze & Co. made only 9 round voyages between Bremen and the United States,⁶ and only on those 9 voyages, do New York Bremen packet markings show a retention by the United States of 5 cents for its inland postage. On 7 May 1857 *Hansa* of W. A. Fritze & Co. sailed from New York on the last trip for the line. On 13 June 1857 *Washington* of the Ocean line sailed on the last trip for that line, but on the same day *Ariel* sailed from New York on the first voyage for the Vanderbilt European line. The Vanderbilt line made regular monthly sailings during the remainder of 1857, but did not sail in 1858 until 17 April. Between 26 December 1857 and 17 April 1858 there was no direct

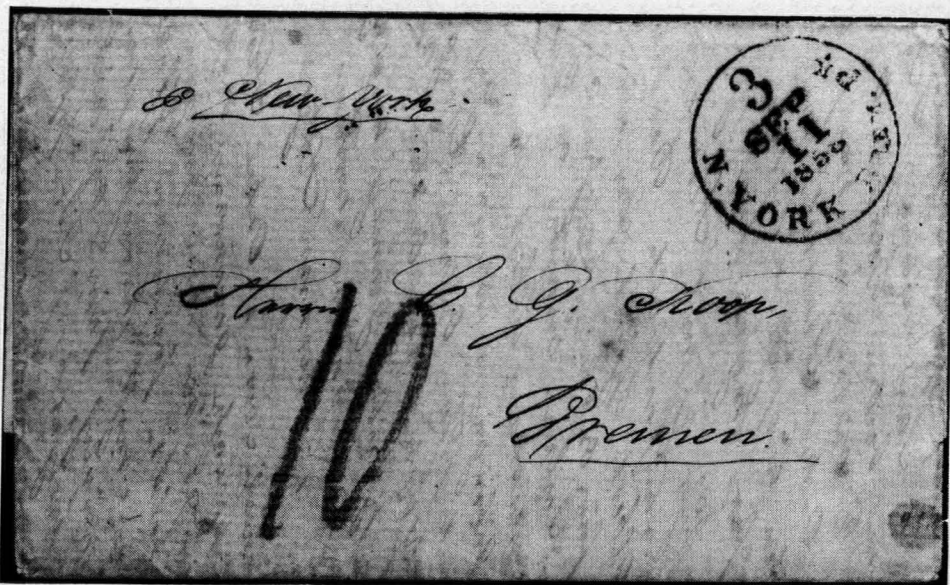


Figure 3. Cover showing a debit of three cents for U. S. inland postage conveyed on the second trip of the North German Lloyd.

service between New York and Bremen.⁷ Arrangements were made with the North German Lloyd to convey Bremen packet mail between Bremen and New York. By that time, however, the Postmaster General was allowed to pay the packet companies only the sea postage accruing on mail conveyed by foreign packets. United States' steamers received both sea and inland postages. Under the existing agreement with Bremen, therefore, The North German Lloyd could have been paid only 4 cents per half ounce to convey mail to Bremen. Since the line called at Southampton, it could convey mail to Great Britain at 16 cents per half ounce, Prussian closed mail at 40 cents per ounce, and French mail at 6 cents per quarter ounce. Considering these differentials in compensation, it is not likely that the Lloyd was enthusiastic about conveying mail to Bremen. Evidently, Bremen and the United States made an agreement that did not change the international rates, but reduced the U. S. inland postage from 5 to 3 cents and increased sea postage to 6 cents per half ounce.

The North German Lloyd service from New York was inaugurated by *Bremen* on 30 July 1858, followed by *New York* on 11 September 1858. Figure 3 illustrates a cover sent by the *New York* on the above date, as indicated by the "3/N. YORK BREM. PK." marking bearing the date of 11 September 1858. The "3" in this marking shows that the U. S. debited Bremen with only 3 cents for its inland postage. The "10" in red crayon was applied at Bremen and indicates that 10 grothe were to be collected in Bremen. There are no markings on the reverse of the cover.

While the actual date of the reduction in U. S. inland postage from 5 to 3 cents on Bremen mail appears to have been 30 July 1858, no corresponding reduction in the inland postage retained by the United States on Hamburg mail was made at this time. The Hamburg-American line started to run between Hamburg and New York in 1856. On 1 July 1857 a postal convention between Hamburg and the United States became effective. Its rate structure was the same as that of the 4 August 1853 convention with Bremen.⁸ This line, known as *Hapag*, carried mail between New York and Hamburg only, was under contract to Hamburg, and did not call at Southampton. After the outbreak of the Civil War, all American lines ceased running to Europe. The U. S. Postmaster General induced Hapag to introduce a call at Southampton, change its sailing days to Saturdays, alternating fortnightly with those of the North German Lloyd, and to accept a contract to carry U. S. mails to Southampton for the sea postage. The first sailing from New York under this arrangement was on 4 May 1861 by *Bavaria*. It is sus-



Figure 4. Earliest cover known showing a retention by the U. S. of three cents inland postage on Hamburg Mail, New York, December 12, 1863.

pected that sometime near the end of 1863 that Hamburg made a new contract with Hapag. At this time, the United States agreed to reduce its inland postage from 5 to 3 cents per half ounce. Mr. Charles J. Starnes, RA 393, reports the cover illustrated as Figure 4. This is a double rate cover from Marion, Ohio, to Hamburg, posted on 10 December 1863, and franked with two 10c, type II, stamps of the 1861 issue. It bears a "PAID/N. YORK HAMB. PKT." marking dated 12 December. On 12 December 1863 the *Saxonia* sailed from New York with mail for Southampton and Hamburg. The cover also bears a large "14" which indicated a credit of 14 cents to Hamburg. The United States, thus, retained 6 cents (2 x 3c) from the 20 cent rate, indicating that U. S. inland postage was now held at 3 cents. This is the earliest cover known showing a retention by the United States of 3 cents for inland postage on Hamburg mail. The latest cover showing a retention of 5 cents for United States inland postage is reported in *Chronicle* 42, page 12, and bears the date of 22 July 1863. Thus, the change occurred sometime between 22 July and 12 December 1863. Can any reader narrow this time-span?

In all of the countries in the German-Austrian Postal Union that did not lower their transit rate to 5 cents, or less, a 7 cent transit rate prevailed,⁹ which was added to 15 cent international rate and produced a rate of 22 cents. While a number of covers prepaid 22 cents and sent by Hamburg packet have been seen, only one such cover by Bremen service has been noted by this editor. This cover is illustrated as Figure 5. It is a stampless prepaid cover, marked "PAID 22" and was posted in Tremont, Ohio, addressed to a town in Hesse, near Bischofsheim, Bavaria. It bears a "N. YORK 17 BREM. PK./PAID" marking dated 3 December (struck twice) in red and an "AMERICA/UBER BREMEN/FRANCO" marking, also in red. On 3 December 1853 *Germania* of W. A. Fritze & Co. sailed from New York on the fourth voyage for the line.¹⁰ This is not a pretty cover, but where would one go to get a better one?

Figure 6 illustrates a cover reported by Mr. Lester L. Downing, RA 117. Posted in New York addressed to Oldenburg, it is prepaid 13 cents by a 10c, type V, and a 3c, type II, of the 1857 issue. It is marked in manuscript with a "10" in red ink, indicating a credit of 10 cents to Bremen, the United States retaining an inland postage of 3 cents. It bears a "PAID/N. YORK BREM. PKT." marking in red with the date of 16 March, and is endorsed "p. Bremen." *Bremen* sailed from New York on 16 March 1861 with mail for Southampton and Bremen. For a reason unknown to this editor covers addressed to Oldenburg do not bear an "AMERICA/UBER BREMEN" marking.

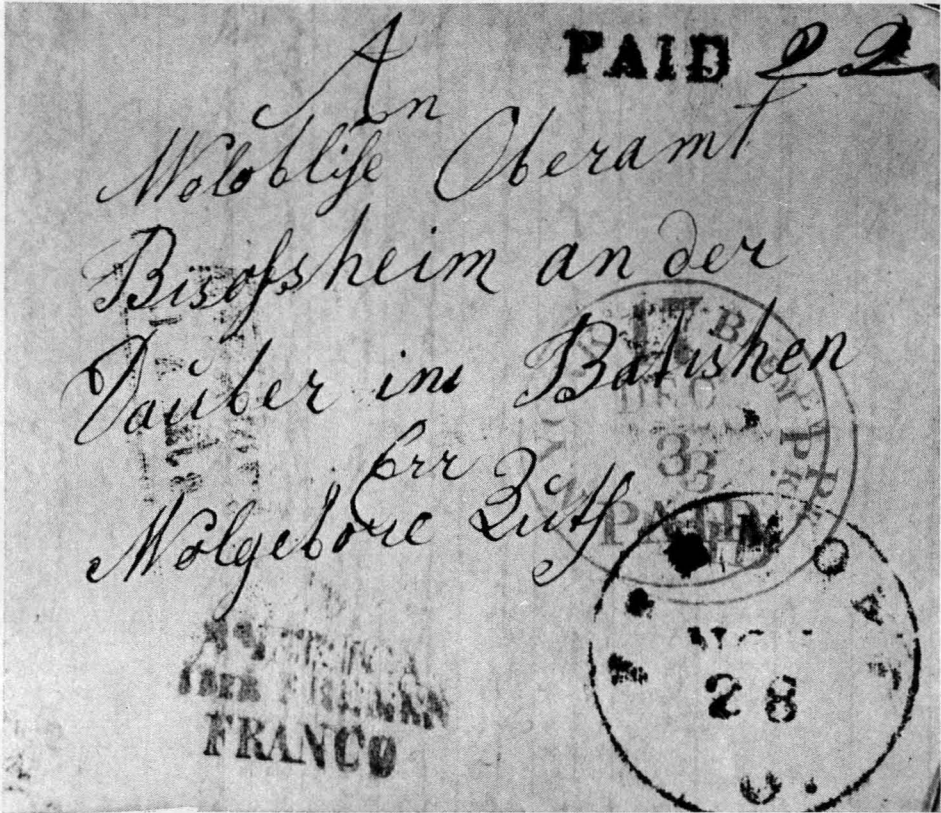


Figure 5. Cover, Tremont, Ohio to Hesse at the 22 cent rate by Bremen service, and showing a retention by the U. S. of five cents for inland postage. Conveyed by Germania of W. A. Fritze and Company on the fourth voyage of

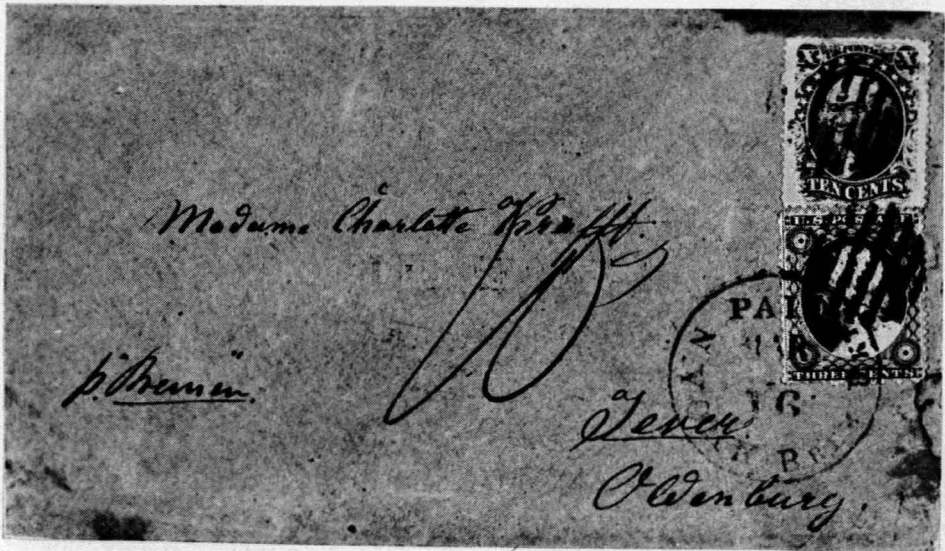


Figure 6. Cover, New York to Oldenburg showing the rare thirteen cent rate.

On 1 February 1867 the rate to Oldenburg by Hamburg packet became 15 cents, while the rate by Bremen packet remained at 13 cents. Figure 7 illustrates a double rate cover during the period from 1 February 1867 to 1 January 1868 during which the rate to Oldenburg remained at 13 cents. It was posted in New



Figure 7. Cover, New York to Oldenburg showing a double thirteen cent rate during the period when the rate was thirteen cents by the North German Lloyd and fifteen cents by the Hamburg-American ships.

York addressed to Oldenburg and endorsed “pr. Bremen Mail p. Str. Deutschland.” *Deutschland* of the North German Lloyd sailed from New York on 25 April 1867. The cover is franked with a 24c and a 2c stamps of the 1861 issue, for a 26 cent rate (2 x 13 cents). It bears a “N. YORK BREM PK./PAID” marking in red dated 25 April. “20” is also applied in red crayon, indicating a double rate credit to Bremen. It will be noted that this cover does not bear the “AMERICA/UBER BREMEN” marking. This cover is illustrated as Figure 76 on page 52 of “The Harry F. Allen Collection of Black Jacks,” by Maryette B. Lane.

After the United States inland postage was reduced from 5 to 3 cents on Hamburg mail, the Hamburg office began to use packet markings showing debits and credits to the United States. This practice was not followed by the Bremen office. Figure 8 illustrates a cover posted in Hamburg addressed to St. Louis, Mo. It is franked with 6 schillings in postage stamps of Hamburg cancelled by the well-known four bar square grid of Hamburg, in this case, in blue. It bears a



Figure 8. Cover, Hamburg to St. Louis showing the Hamburg Packet marking, applied by Hamburg, giving credit to the U. S. for its inland postage.



Figure 9. Cover, Verden, Hanover to South Carolina showing a prepayment of $6\frac{1}{2}$ silbergroschen, a Bremen packet marking, and no credit to the U. S., but setting forth the international rate as 10 Bremen grote, and $4\frac{1}{2}$ silbergroschen.

“HAMBURG PACKET/MAR/30/PAID/3” marking applied in red by Hamburg and indicating a credit of 3 cents to the United States for inland postage. The 6 schilling Hamburg rate was equated to the 10 cent United States rate on direct mail. There are no other markings on the cover.

Figure 9 illustrates a cover reported by Mr. Lynn K. Brugh, Jr., RA 582. This cover was posted in Verden, Hanover, on 6 January 1861 addressed to South Carolina. It is franked with $6\frac{1}{2}$ silbergroschen in postage stamps of Hanover. Until 1858 Hanover used the gute groschen, of which there were 24 to the thaler (72c in U. S. currency). In 1858 the silbergroschen was introduced, of which there were 30 to the thaler. This conformed with the currency in the other northern German states. Of the $6\frac{1}{2}$ silbergroschen, $4\frac{1}{2}$ represented the international rate (10 U. S. cents) and 2, the German-Austrian Postal Union postage. This cover is marked with a small “4 $\frac{1}{2}$ ” (just above the “0” of “10”) in manuscript, which was applied by Hanover. Bremen applied a boxed “PAID.” in red as well as a “10,” which was equal to $4\frac{1}{2}$ silbergroschen, or 10 U. S. cents and represented the international rate. Bremen made no debits or credits to the United States. The cover bears a “N. YORK BREM. PK.” marking dated 14 February. On 14 February 1861 the North German Lloyd steamer *New York* arrived in New York.

Figure 10 illustrates an “Angell” cover reported by Mr. Edward C. Lawrence, RA 708. This cover originated in Boston, prepaid 28 cent by a 1c, 24c and 3c, stamps of the 1861 issue. The stamps are cancelled with a “PAID” grid, having bars 10 millimeters apart, which was used on foreign mail. This is a later use of this marking than noted by Blake.¹¹ It was sent to the New York exchange office where it was marked with a “PAID/N. YORK HAMB. PKT.” marking in red dated “MAR/21.” The New York office also marked it in red manuscript with a “23.” This was a credit to Hamburg and indicates that the U. S. retained 5 cents out of the 28 cent rate for its inland postage. The letter was forwarded to Hamburg by *Teutonia* of the Hamburg-American line, which sailed from New York on 21 March 1863. The letter arrived in Hamburg on 5 April 1863 (oval Hamburg marking on reverse). It was forwarded on the same day by the Thurn & Taxis post to Frankfort-on-Main (Thurn & Taxis and Frankfort markings on reverse). Frankfort forwarded it to Luzern where it arrived on 8 April 1863. The Luzern



Figure 10. Patriotic cover, Boston to Florence, Tuscany at the rare twenty-eight cent rate by Hamburg mail.

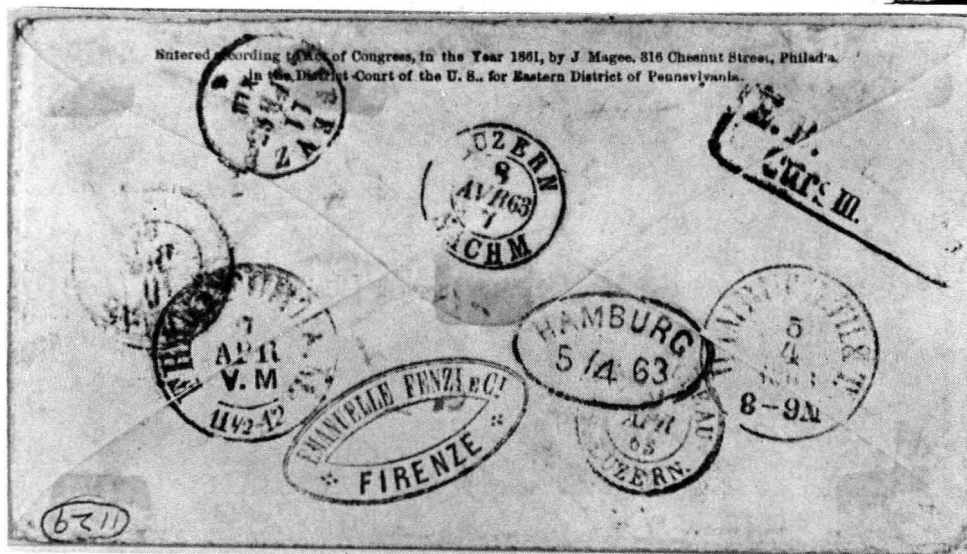


Figure 10A. Reverse of Figure 10, showing Thurn & Taxis marking and indicating the fifteen cent international rate, and a retention of five cents for U. S. inland postage.

foreign office forwarded it on the same day to Florence (probably through Arona, but there is no marking to show this) where it arrived on 11 April 1863 (Firenze marking on reverse). Figure 10A shows the markings on the reverse of this cover. It should be noted that in passing from Frankfort to Luzern, the cover passed through Baden. While the Thurn & Taxis posts had lowered their transit rate from 7 to 5 cents on mail to Baden by October 1860,¹² they did not make this reduction effective on mail passing through Baden to countries beyond the border of The German-Austrian Postal Union. The division of the 23 cent credit on this cover is, therefore, as follows:¹³

	Per ½ oz.
Packet postage	9c
Hamburg inland	1
Union transit	7
Foreign	6
Credit	23c
U. S. inland	5
Reta	28c

The Hamburg office marked the cover with the foreign postage by marking it "3¼" in red crayon. This was 3¼ Hamburg schilling, or about 6 U. S. cents (1 schilling equaled 1.8 U. S. cents).

The cover is in red, white and blue, and very attractive. Patriotic covers to European countries are rarities, but one to Tuscany by the rare Hamburg service is indeed something to comment upon.

Footnotes

¹ See Hargest, George E., "The History of Letter Post Communication Between the United States and Europe, 1845-1875," pp. 19-20, for discussion of the Bremen Closed Mail.

² *Ibid.*, p. 121

³ *Ibid.*, p. 86

⁴ *Ibid.*, p. 112

⁵ *Ibid.*, p. 111

⁶ *Ibid.*, p. 111

⁷ *Ibid.*, pp. 116-117

⁸ *Ibid.*, p. 119

⁹ *Ibid.*, p. 111

¹⁰ *Ibid.*, p. 112

¹¹ Blake, Maurice C. and Davis, Wilbur W., "Boston Postal Markings to 1890," pp. 132-133, postmark No. 625.

¹² Hargest, *op. cit.*, See reference to Baden, p. 200.

¹³ *Ibid.*, p. 111

ADDENDA TO COVER APPEARING IN CHRONICLE No. 66, MAY 1970

Mr. Alex L. ter Braake, RA 800, reports the significance of the blue triangular 1½c/AMSTERDAM marking appearing on the cover illustrated as Figure 2 on page 91. Mr. ter Braake writes:

In The *Chronicle* of May, 1970, pages 90-92, an interesting cover was analyzed which carried a prices-current from Savannah, Georgia, to Amsterdam in the Netherlands. In the last paragraph of the analysis the meaning of a triangular marking in blue, inscribed 1½c/AMSTERDAM remained insufficiently explained. Correctly it assumed that it did not represent a superaddition to the postage rate. But its true nature was still uncertain.

Substituting an earlier law regarding fiscal levies on printed matter, manufactured abroad and entering the Netherlands by mail, a statute, dated October 3, 1843, became effective April 1, 1844, which instructed postmasters to collect from addressees a charge which varied with the size of the printed material. The amount of this tax and the postoffice name had to be handstamped in blue ink as shown on the subject cover.

A law, dated April 9, 1869, repealed the above.

This editor thanks Mr. ter Braake for this information, as I am sure all readers of this section also do.

ERRATA

A few errors have been noted, typographical and otherwise, in George E. Hargest, *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, Smithsonian Studies in History and Technology, No. 6. The following changes should be made:

1. Page 8, Table 1, second line should read: "Single rate for letters not exceeding one-half ounce." Please delete "2".
2. Page 165, First column, third paragraph, sixth line should read: "from New York fortnightly on Saturdays. The Hamburg—" Please correct "weekly" to "fortnightly."
3. Page 179, second column, seventh line from bottom of page. Mail was dispatched by packets from Boston. Please delete "No."
4. Page 201, second Change in Rate columns. Please move the first four figures at top of page from the ¼ oz. to the ½ oz. column.
5. Page 207, second change in rate column, New Grenada. Please change (g)34 from ¼ oz. to ½ oz. column.
6. Page 211, Tuscany, should read (same rates as Modena, except no Br. M. rate in 1849; Brem./Hamb. mail 28c instead of 25c until 2/67.
7. Page 215, last line, first Change in Rates columns. Should be "24" instead of "247." Please delete "7."

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 71

The August problem cover was mailed unpaid in 1850 from New York state to Ann Arbor, Michigan, rated in manuscript 10c due for over 300 miles. It was addressed to John L. Jackson and postmarked February 14 so that it probably reached Ann Arbor about February 20 or 21. Mr. Jackson did not call for the letter and it was still on hand at the post office on March 1, when the list of undelivered letters was made up for advertisement in the newspaper. An extra two cents to cover the cost of advertising was added to the postage of such letters, hence the large "12" handstamp in blue. At the same time the "MAR 1" marking was struck; it is probably the ordinary Ann Arbor townmark poorly struck up.

The name of John L. Jackson, along with nearly 200 others, appeared in a list published in the *Washtenaw Whig* for March 6, 1850, under the title "List of Letters remaining in the Post Office at Ann Arbor, MARCH 1st, 1850." Whether the letter was claimed immediately as a result or whether subsequent advertising was necessary is not known. The *Washtenaw Whig* was a paper published and circulated in the Ann Arbor area from about 1848 until 1855.

The handling of this letter was in accordance with post office regulations. The practice of advertising letters was begun in colonial times and was not abolished until 1918 (see Calvet M. Hahn, "Advertised Letters," *Western Stamp Collector*, July 4, 1970). The regulations applicable in this case were contained in portions of the Act of 1825 and the Act of 1836, which were incorporated into the 1845 and 1847 Acts. Section 26 of the Act of 1825 reads in part:

"And be it further enacted, That the postmasters shall, respectively, publish, at the expiration of every three months, or oftener, when the Postmaster General shall so direct, in one of the newspapers published at or nearest the place of his residence, for three successive weeks, a list of all the letters remaining in their respective offices. . ."

Instruction IX to postmasters (*1825 Postal Laws and Regulations*) prescribed details for implementing Section 26:

"1. At the end of every quarter, all letters then on hand, and which have not been already advertised, are to be entered alphabetically in a list, and advertised. If there is a newspaper published near the office, and the editor will insert the advertisement three times at the rate of two cents for each letter mentioned in the advertisement, they are then to be published in such newspaper. If there is no newspaper which has much circulation in the neighborhood of the office, or if the editor will not advertise them for the price abovementioned, then manuscript lists of the letters on hand are to be made out, and posted at such public places in the town and neighborhood as shall appear best adapted for the information of the parties concerned.

2. The printer's receipt must always specify the number of letters.

3. The post-masters at offices where the neat balances average 500 dollars a quarter, are to advertise at the end of every month the letters then on hand, excepting such as have been already advertised."

Nearly identical regulations, including the specific mention of "two cents" also appeared in the 1810 Act and *P. L. & R.*, the earliest available to me at this writing.

More extensive advertising was authorized under Section 35 of the Act of 1836, and renewed under the 1847 Act:

"The 35th section of the Act of 24 July, 1836, authorises the Postmaster General to direct the advertisement to be made in more than one newspaper, provided the cost does not exceed four cents per letter. But neither the additional expense of the advertisement in a second news-

paper, nor of more frequent advertisements in a single paper is to be incurred at any office, unless specially directed by the Postmaster General."

The wording indicates that advertising at the 4c rate was restricted; covers showing it should be scarce. Troy, N. Y., used an "ADVERTISED 4cts." handstamp in 1850 and 1851. If you know of other examples of a 4c advertising rate, please report details.

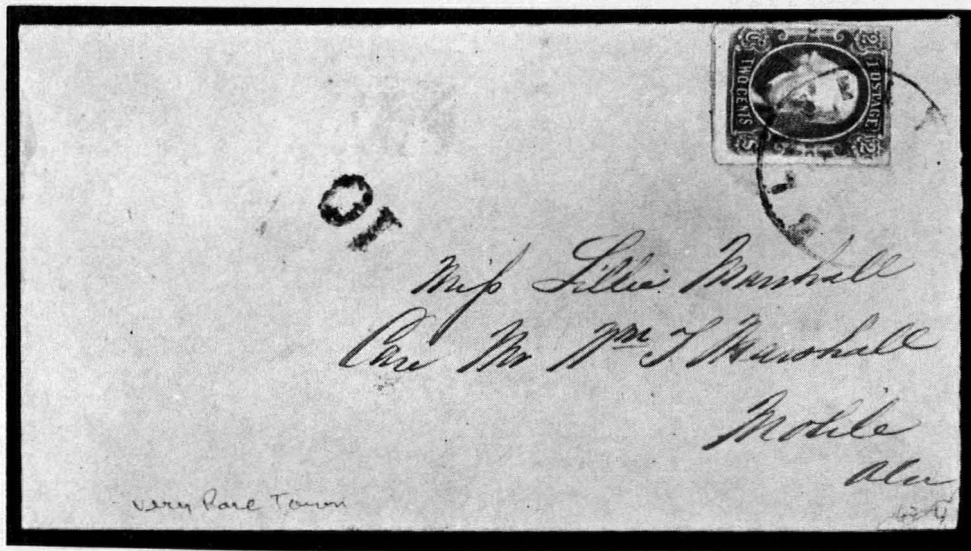
The above regulations remained in effect until July 1, 1851, when the rate became 1c for advertised letters. It should be noted that the instructions do not require that the word "Advertised" appear on the cover, although some postmasters made a manuscript notation. Robert Schoen has other covers advertised at Ann Arbor in 1847 and 1849, also without the word "Advertised," but with the 2c fee marked by a handstruck "2" in red, the same instrument as used on drop letters. A new postmaster, Caleb Clark, took over May 2, 1849, and evidently ordered the "12" handstamp for use on advertised letters. I wonder whether a companion "7" exists.

Robert Dalton Harris and Calvet M. Hahn sent solutions. I am particularly indebted to Bob Schoen for detailed information and to the Michigan Historical Collections at the University of Michigan for verification of the newspaper advertisement.

PROBLEM COVER FOR THIS ISSUE

The cover shown is an envelope bearing a single copy of the Confederate States brown-red engraved 2c, issued in 1863. The stamp is tied by a black "BLAKELY" (Alabama) postmark. Unfortunately the month and day are not decipherable, and there is no evidence of year date, although 1864 seems likely. The handstruck "10" is in black. There are no markings on the back of the cover.

Explain the use of this stamp. What is the meaning of the "10" marking?



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

AN ALTERED COVER

Here is a cover sent in by one of our members who purchased it earlier this year at an auction where it was described as a Philadelphia ship letter with a #11 so smeared as to be doubled. The buyer was dissatisfied with the appearance of this item and submitted it to the APS-ASDA expert committee, who returned it with the opinion that it is a "stampless cover with stamp erroneously added." The wording is a bit odd, but the meaning is unmistakable—the stamp did not originate on this cover.

The cover is a tan envelope with no contents. The stamp, an extremely blurred copy of the 3c 1851, is pen cancelled, but not tied. The postal markings are in black—all in the same ink. There is nothing on the back.

Before reading further, you might consider two questions: if you saw this cover under other circumstances, would you be wary enough to suspect it? Can you determine for yourself one or more of the indications that establish the stamp was added? The APS certificate does not give any reasons for the committee's findings, but some of them must have been as follows.

The postmark is partly illegible and it is not possible to read the year date with certainty. Although the final digit seems at first glance to be a "4," on close examination under a glass it is definitely a "2." The date must therefore be 1852 or 1862. Although the year 1852 fits the use of the imperforate stamp, Philadelphia did not use a year-dated postmark in 1852. I'm not sure when this type of postmark came into use at Philadelphia, but it was not earlier than 1856 (see Tracy Simpson's *Postal Markings*, pp. 32-33).

Thus the year has to be 1862 but at that date the 1851-57 issues were demonetized. It might be argued that the case is one of an old stamp that slipped by the postal authorities, except that the stamp did not pay any postage. Had it been on the cover originally, and not been recognized as legal, some evidence should appear on the cover, as Philadelphia was using an "OLD STAMPS NOT RECOGNIZED" handstamp as early as August 29, 1861, as shown in Brookman, the second edition, I, 216-17.

The stamp is pen cancelled and not tied. The lack of a tie should not, in itself, reflect doubt on the cover, but the pen cancellation on a letter handled at a large office like Philadelphia is suspicious.

The origin of the cover has not been determined; it may or may not have been outside the U. S. I have not found any records of the "Brig John Persill" (?) which might reveal her ports of call. She could not have been a contract mail vessel, but she evidently did land ship letter mail at the port of Philadelphia. One such letter was this one, which was received *stampless* at the Philadelphia Post Office, where it was postmarked and rated 5c due for 3c postage and 2c ship letter fee. From Philadelphia the letter went by normal postal channels to Maine. If the stamp had been affixed and accepted when the letter was handed in at Philadelphia, only the 2c ship letter fee would have been rated as due from the addressee.

Although this cover is not especially deceptive when closely examined, it has a superficial plausibility, enough for it to be offered without question in a reputable auction. I have discussed it in considerable detail because it illustrates some of the tests that can be applied to a doubtful item. These tests do not depend on specialized scientific analysis or equipment. They are available to any advanced collector with a good philatelic library and a basic understanding of U. S. postal history.

Whoever "improved" this stampless cover certainly did so for monetary reasons. In this end he was successful, although his execution was rather careless and slipshod. The present owner states that the cost of the item was in excess of what the stampless cover and off-cover stamp would bring separately. The unnatural partnership is about to end, I'm happy to report, as the owner intends to remove the stamp from the envelope, and dispose of the cover as a stampless one. I applaud his action, which is a true service to philately.



PHILADELPHIA CITY (continued from page 181)

The Handstamps

I only know of three. The red circular paid handstamp described on the first of the unplated retouches, (See Figure J).

The grill Figure M-1 (like some television aerials), in the center of a circle, struck in black to cancel the adhesives.

The circular time stamp Figure M-2 found on some covers with adhesives and on all covers without. The lettering in serified type around the circle reads CITY DISPATCH PROMPT DELIVERY and in the center are the month and the day, below which is the hour (those noted are 11, 2 and 5).

Forgeries

Most of the "benefactors" of American locals produced a forgery but if one is able to tell the difference between one woman and another there should be no difficulty in identifying them.

Moen's produced an engraved imitation in black which served as model for a lithograph which is found in a variety of colours.

John Walter Scott produced a lithographed forgery which I have only seen in black.

Samuel Allan Taylor produced a horrific caricature which is found in black.

A fifth forgery may be of French origin; it is found in black, in red and in blue, sometimes cancelled with horizontal bars, and at others by a triangular handstamp containing the legend CHARLES ROUSSIL(?) RUE LA MARTIN PARIS, which suggests that it was a known forgery used for philatelic publicity.

Will some kind reader produce a few multiples of this common stamp so that I can finish my work?

EDITORIAL (continued from page 170)

This issue of *Chronicle* completes Volume 24, and is the proposed cut-off issue for the *Index* presently being compiled. The *Index* will cover issues beginning with Whole Number 45 (July, 1963). Susan M. McDonald, Chairman of the Index Committee, indicates that the format will be similar to that of *Chronicle*, suggests that a price of \$1.00 will be charged, and the *Index* mailed automatically to all Route Agents with the \$1.00 cost added to the 1972 dues notice. The mailing of the *Index* is anticipated to be "early 1972".

The unique collection of **SHIPPING COMPANIES STAMPS**

formed by the late

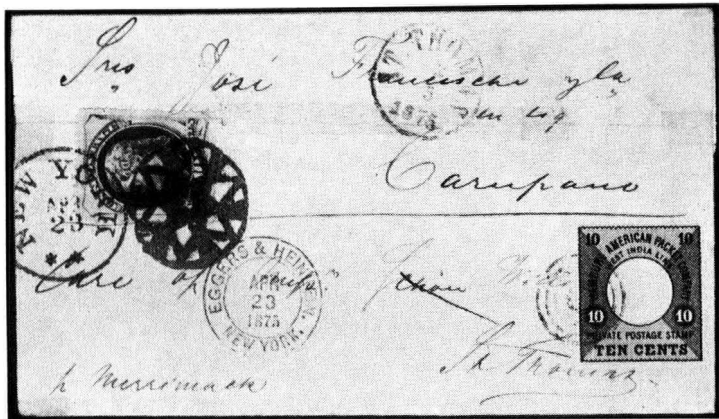
Julius P. Steindler of Chicago

will be offered for sale by unreserved auction on

14th and 15th MARCH 1972

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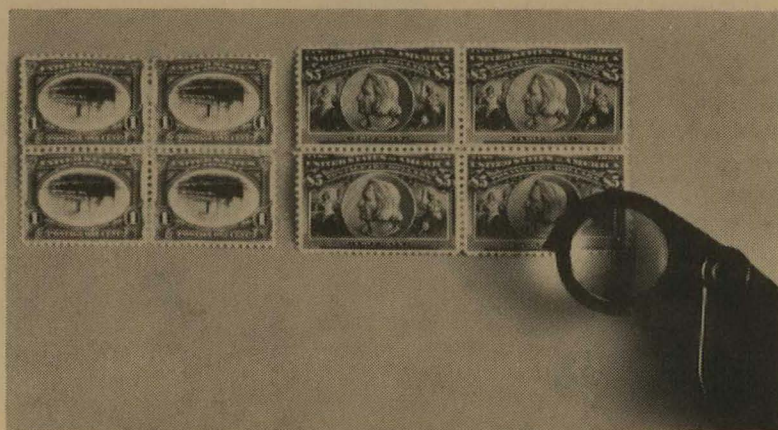
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