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of the U.S. Classic Postal Issues

February, 1972

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Whole No. 73

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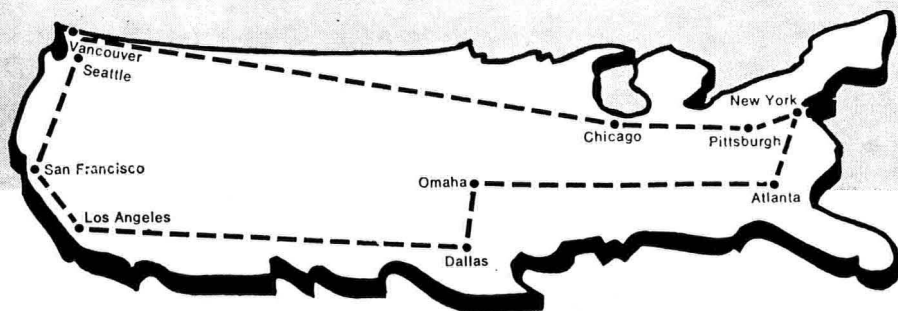
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THE EDITOR'S PAGE

These editorial remarks, written on New Year's weekend, reflect the conflicting attitudes and sentiments associated with a change of season, whether on the calendar or in the affairs of men.

It is a pleasant duty to express on behalf of all the members our appreciation to Larry Davidson for his service as editor-in-chief for nearly five years past. His broad grasp of the field of U. S. classic philately, his high standards of scholarship, and his diplomatic judgment and leadership have contributed to the sustained quality of this publication and its growing stature in philatelic journalism.

A sadder task is to acknowledge the debt of all of us to Ed Christ for his accomplishments as associate editor in performing with great good will and efficiency the many disparate chores involved in putting *The Chronicle* together. He brought to the job a refreshing lack of pretension, an engaging wit, and an unobtrusive but thorough competence. He will be greatly missed, not just as an editor, but as a friend.

The tenure of Larry Davidson and Ed Christ was marked by several advances. Shortly after their collaboration began, *The Chronicle* became a quarterly, and at the same time maintained or increased its content without any sacrifice of quality standards. Coverage of various aspects of U. S. classic philately was expanded and innovative features were introduced from time to time, keeping *The Chronicle* responsive to the needs of its readers.

This issue begins Volume 24, although, because of some inconsistencies in our past numbering system, next July will actually begin the 25th year of publication. Throughout that entire period *The Chronicle* has been privileged to have exceptional philatelists in the position of editor. Tracy W. Simpson performed that function with distinction for Issues 1-44, with Richard McP. Cabeen as contributing editor. They were assisted by Morris Fortgang and William W. Hicks for numbers 29-36 and 29-44, respectively. Although Tracy resigned as editor of the 1851-60 section in 1969, he still contributes to *The Chronicle*. We are all grateful for his continued help and guidance.

When *The Chronicle* was enlarged in 1963 to include the whole 1847-69 period, George E. Hargest took over as editor-in-chief and molded the many diverse elements of the various sections into a balanced and scholarly approach to nineteenth century U. S. philately, with emphasis on objective research and study. After sudden illness forced Professor Hargest to resign, Richard B. Graham, with characteristic energy and generosity, assumed the post for two issues until permanent replacements—Larry Davidson and Ed Christ—could take charge. The Classics Society is fortunate that both these fine scholars continue their contributions as section editors. They and the other section editors, and the many readers who furnish reports and information, carry most of the burden and responsibility for producing a worthwhile journal.

The list of past editors is impressive. They are—individually and collectively—a hard act to follow, but I will do my best to uphold and enhance *The Chronicle's* tradition of excellence. The support and encouragement offered by the *Chronicle* staff, the officers of the Society, and the membership at large give me hope of success.

S. M. McD.

THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

A FIND OF SIXTY 5c 1847 COVERS

LESTER L. DOWNING

Two of the author's good personal friends, Fred Damon and Dr. John A. Rockwell, were close friends and classmates at M. I. T., class of 1896. Dr. Rockwell was a long time-collector and a member of our local stamp club. Fred Damon also belonged to the club, although he was not a serious collector. Sometime in the early 1950's, Fred told Dr. Rockwell that he thought that there were some old letters in his old family home at Arlington Centre, Massachusetts, and that Dr. Rockwell could have them if he wished. Nothing materialized for a year or two until Fred Damon told the writer that he had sold the old house and must be out of it in two weeks. This finally brought action. Dr. Rockwell and the writer went to the house in Arlington and met Fred there. A search of the house brought to light only one cover, a 2c red and black of the Pan-American issue.

Fred insisted that there must be covers somewhere and suggested that we go up into the loft of the barn to hunt. There we found three trunks. The first two were unlocked, but a search through them disclosed no covers. The third trunk was locked and no key available, but Fred said to go ahead and break the lock. This was done and the trunk opened, but it, too, looked unpromising at first. However, in searching through the contents of the trunk, we came upon a bundle of covers—60 on later count—all bearing 5c 1847 stamps. The letters were all addressed to Monson, Massachusetts, and were mailed from Boston with the usual seven bar circular grid, which was rather faintly struck in red. In many cases it was so faint that the Monson Postmaster had deemed it his duty to spoil the looks of the covers by obliterating the stamps with pen and ink of varying degrees of over-zealous effectiveness. In the lot there were two covers with pairs of 5c 1847's, one horizontal, one vertical, another cover with a Boston & Albany Railroad postmark, and two covers which plainly showed the "Dot in S" variety. The majority of the covers were envelopes, both white and buff, with white predominating. There were a few folded letters in the group. The personal letters contained in the envelopes were left in the keeping of Fred Damon.

Dr. Rockwell took the covers home and sorted out the better ones. He gave the writer 12 and kept 26 for himself. Of the remainder he gave one cover to each member of our local group of some twenty-odd collectors who was present at the next meeting. The 26 covers retained by Dr. Rockwell were sold at the Paige auction of June 7, 1957, with the rest of his collection. They were grouped in 5 lots, consisting altogether of 11 envelopes, 5 folded letters, and 10 covers not specifically described.

The stamps themselves showed considerable variation in condition. One trouble was that when the writer bought a pane of stamps, he would fold the sheet and put it in his pocket. The creases were not in all the stamps and those that had creases were greatly improved after they had been filed away in albums. The margins, as might be expected, varied greatly, some being ample and others cut off or into, as the result of careless separation, so that few of the covers meet high philatelic standards.

That is the account of the find itself. The rest of the story had a sad outcome. All the covers belong to a single correspondence from Samuel G. Damon to Julia D. Fuller during their courtship, and throughout the period of her subsequent fatal illness, after their marriage. It has been possible to reconstruct from various sources the outlines of this tragic romance.

Samuel Damon was the son of Reverend David Damon, who became minister of the First Congregational Church at West Cambridge (now Arlington), Massachusetts, in 1835. The date and place of Samuel's birth have not been determined, but it may be assumed that he was a youth of 15 or younger when he arrived in the Boston area with his family. Samuel did not study for the ministry like his father but went into business in Boston. The Boston Directory of 1846-47 lists "Samuel G. Damon, Boots & Shoes, 77 Blackstone Street" and states that he boarded at 12 Portland Street.

Julia Fuller was born in Monson on June 28, 1826. Since Monson is a small town about 17 miles east of Springfield, at a considerable distance from Boston, it is not certain how the two young people became acquainted. There is some evidence that one of Samuel's sisters had married and moved to Monson to live. One of Samuel's surviving letters mentions his sister Sarah and indicates that she lived in Monson. It seems likely that he went to Monson on a visit and was introduced to Julia in the course of his stay.

Whatever the occasion, the couple must have met early in 1848—the first letter (of the 23 so far recorded by date) is dated April 25, 1848. The covers addressed to Miss Julia D. Fuller continue at regular intervals until January 11, 1849. (See Figure 1.) Damon's suit was successful; Julia Fuller and Samuel Damon were married at Monson on January 23, 1849.

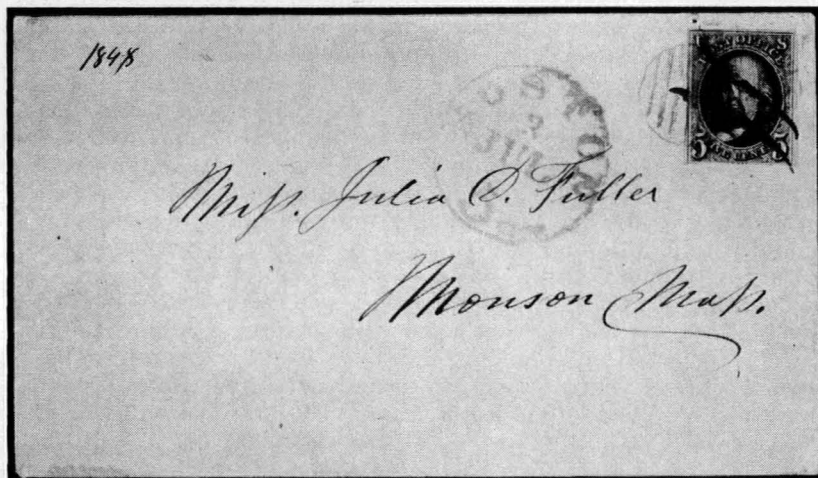


Figure 1. Envelope dated July 3, 1848, and mailed at Boston to Miss Julia Fuller by Samuel Damon early in their courtship. The heavy pen cancellation, probably applied by the Monson PM, is characteristic of many of these covers.

The newlyweds went to Boston to live and presumably boarded there, probably at 12 Portland Street, listed as Samuel's residence in the Boston Directory. In only a few months Julia became sick. Her illness must have been serious from the outset, since it was necessary for her to return to Monson where her family could take care of her.

The letters resumed June 19, 1849, now addressed to Mrs. Julia F. Damon at Monson (Figure 2). They continued with a frequency that clearly indicates the strength of Samuel Damon's devotion to his wife. A letter of September 15, 1849, (carried by favor out of the mails) discusses a proposed trip to New York City, about which he defers entirely to her health and convenience. The reason for the trip is not revealed—it was probably to attend to business matters, and perhaps to seek treatment for her illness as well. At any rate Damon expresses solicitude

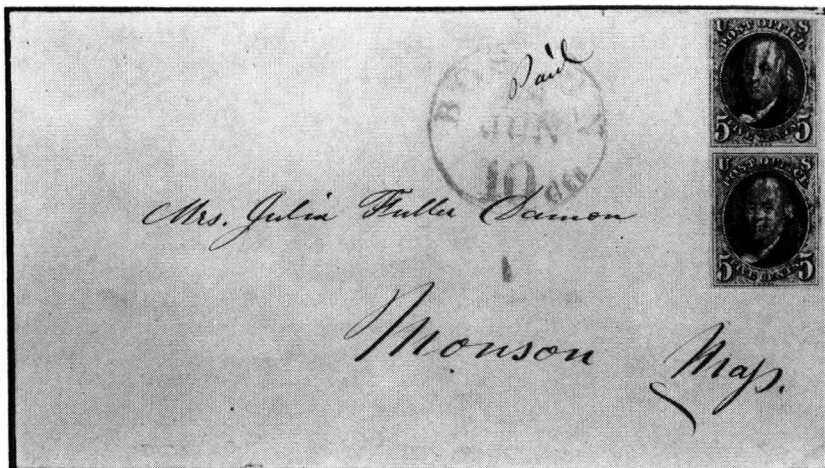


Figure 2. Double weight cover dated June 18, 1849. The first cover addressed to Mrs. Julia Fuller Damon after her return to Monson at the outset of her illness.

about her condition and hope for her recovery: "May heaven bless you my dearest Julia and restore you soon to health & strength. Then who will be so happy as your own aff. husband S. G. Damon?" The nature of Julia's malady is not known, but her condition steadily deteriorated. She died at Monson on April 1, 1850, two months before her 25th birthday.

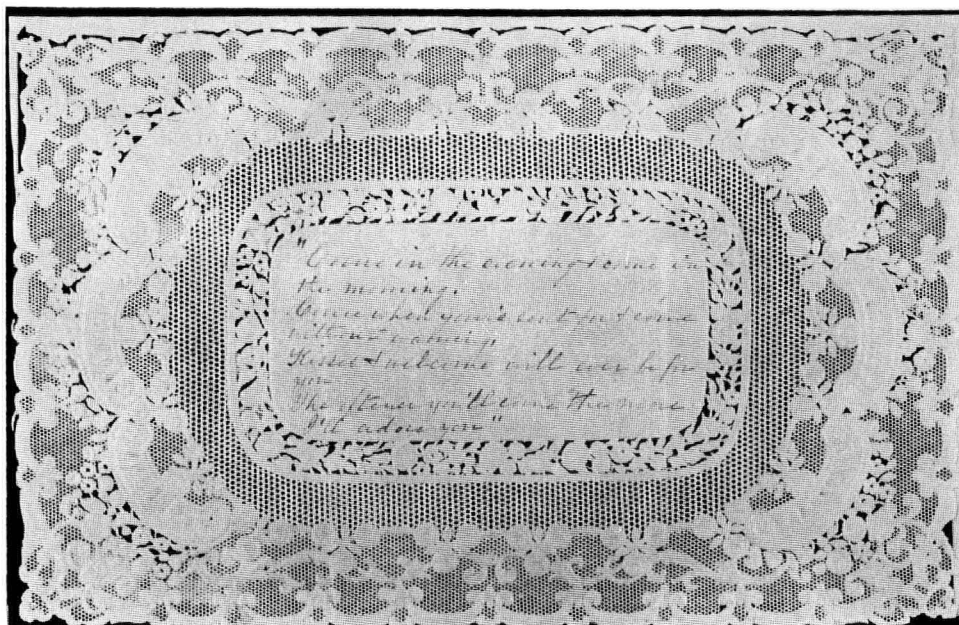


Figure 3. Handwritten Valentine enclosure from Julia Damon to her husband on February 14, 1850, six weeks before her death. The verse reads:

"Come in the evening & come in the morning,
Come when you're sent for & come without warning,
Kisses & welcome will ever be for you,
The oftener you'll come the more I'll adore you."

The last letter now recorded is dated March 18, 1850. It is probably the final one as shortly after that date Samuel Damon went to Monson to be with his wife in the terminal stages of her illness. The last previous date listed is January 8, 1850.

One item survives from the correspondence during the two month interval between the dates of the last two letters. This is a Valentine from Julia to her husband at his place of business. The stampless envelope, prepaid at the drop letter rate, is postmarked "BOSTON Mass. FEB 14" and addressed to "Mr. S. G. Damon, 53 Hanover St., Boston, Mass." Since it is unlikely that Julia ever returned to Boston after her illness began, the envelope was probably carried outside the mails from Monson to Boston by a friend who deposited it at the Boston Post Office. Although neither the envelope nor enclosure is dated, the address proves the year was 1850, because it has been established that Damon's business was still at the Blackstone Street address as late as August 1849. The handwritten Valentine enclosure is shown in Figure 3.

Samuel Damon was immensely griefstricken by the untimely death of his young wife. He did not remarry until 17 years later on July 24, 1867, when he married Ella Whitman. There were five children of this marriage, the middle child being Frederick Whitman Damon, born December 1, 1873. All five were born in the little yellow house on Broadway in Arlington, where Rev. Damon lived when he first came to West Cambridge, as it was then known, the same location where the 5c 1847 covers were found more than a century after they had been carefully stored away.

MORE ABOUT THE "KNAPP SHIFT" **CREIGHTON C. HART**

Soon after the article entitled "The Knapp Shift as Told to me by Elliott Perry" appeared in the August 1971 *Chronicle*, Herman "Pat" Herst, Jr. wrote me that Paul Albertis was still living. Paul Albertis is the dealer who had told Elliott Perry at the International Philatelic Exhibition of 1936, that he had sold the 10c 1847 "shift" to Edward Knapp at an earlier date. After several inquiries I learned that Albertis is living in Florida.

On November 8th I wrote as follows and sent a copy of my letter to Ezra Cole:-

Dear Mr. Albertis:

As you can see from this letterhead my philatelic specialty is the 1847 issue of United States stamps. One of the subjects I have been studying is the 10c stamp with a large shift very similar to the big shift in "POST OFFICE". This extra large shift has become known as the "Knapp shift" because it was once in the collection of Edward Knapp, an active collector earlier in this century.

Elliott Perry recalls that you told him, at an International stamp show about 1936, that you had sold the 10c "shift" stamp to Knapp at about the then current price for the big shift in "Post Office", also known as 31R.

The purpose of this letter is to ask if you remember selling the stamp to Knapp and, if so, at what price? I understand you were a prominent dealer in New York and probably bought stamps from several sources including from other dealers. Do you remember from whom you acquired this particular stamp? It has been a long time since the sale happened and I hope your memory is still clear about details of this well publicized stamp. Even if you cannot remember specific details, any information, especially about the source of this stamp, will be appreciated.

Several of the professionals who are still active remember you favorably and it is from them I have obtained your address. Ezra Cole is a long

time friend of mine and has said I may use his name as an introduction reference.

Many thanks for your time taken to answer this request. I do not know the present whereabouts of this stamp and my only interest is to establish any available facts about it. If you prefer, your answer will be kept confidential.

Sincerely yours,
Creighton C. Hart

cc: Mr. Ezra Cole

On November 18th, he answered and I'm pleased to quote his letter here.

Dear Mr. Hart:

Sorry not to have answered yours of the 8th sooner, but I have been a bit tied up. Now about the "Knapp Shift" on the 10c '47. I knew Mr. Knapp well as he was a frequent visitor—and customer—at our Madison Stamp Co. at 566 Madison Ave. N.Y.C. And well do I remember selling this stamp (for about \$100.00 as I recall) to him. If my recollection serves me correctly it was in an old stuck down collection which I bought over the counter. Have no idea who the original owner was—and probably never knew. I had not noticed the big shift at the time of purchase but in soaking and drying the stamps it hit me in the eye so I put it to one side to save for some one who would appreciate a striking variety such as this. The next time Mr. Knapp came in I showed it to him, he was intrigued, and purchased it. And that's about all I remember about it. Have often wondered (since it appeared to be a plate rather than a printing variety) how it could happen that with all the 10c '47s in existence no other has ever shown up. Do you have a theory?

Please give Ez Cole my regards when you are in touch. My acquaintance with him goes back to around 1930 when he was with Spen Anderson.

Sincerely,
Paul Albertis

Theodore Behr has two small volumes of photographs of letters exchanged between Knapp, Ashbrook and Perry concerning the cause and authenticity of the Knapp Shift. These letters cover a period of about a year and a half, between November 1935 and May 1937. I've been privileged to read them but they are much too long to repeat here. Some of them are thoughtful and conciliatory, others are harsh and acrimonious. They are all interesting because of the subject, but the arguments are not, in my opinion, conclusive on either side.

At that time Ashbrook was editing the Stamp Specialist column in the *American Philatelist*, the official publication of the American Philatelic Society. If any member wishes to explore further this already well publicized subject, he may read Ashbrook's articles and the two volumes of letters belonging to Mr. Behr, of New York City.

NEXT ISSUE: "New York City Postal markings on 1847 Covers."

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KANSAS TERRITORIALS — 1854-1861

DAVID T. BEALS III R.A. #248

A study of the catalogue of the Robt. Baughman collection of Kansas Territorials (3) and other available material indicates that the section of Kansas Territorials in Chase and Cabeen (1) is far from complete. Inasmuch as the territorial period—May 30, 1854 to Jan. 29, 1861—falls within our period of interest, and while there is considerable Kansas material of this period currently on the market, your editors believe this is an appropriate time to bring this listing up to date in so far as is possible.

We have listed those postmarks reported to us which were not listed by Dr. Chase, and have also included earlier and later dates reported than those in the book (1). We have not duplicated any of the postmarks or dates already listed in the Chase—Cabeen book, but have prepared this list as a supplement thereto. We will welcome any additions to the following list from our readers (Xerox prints of newly reported covers would be greatly appreciated).

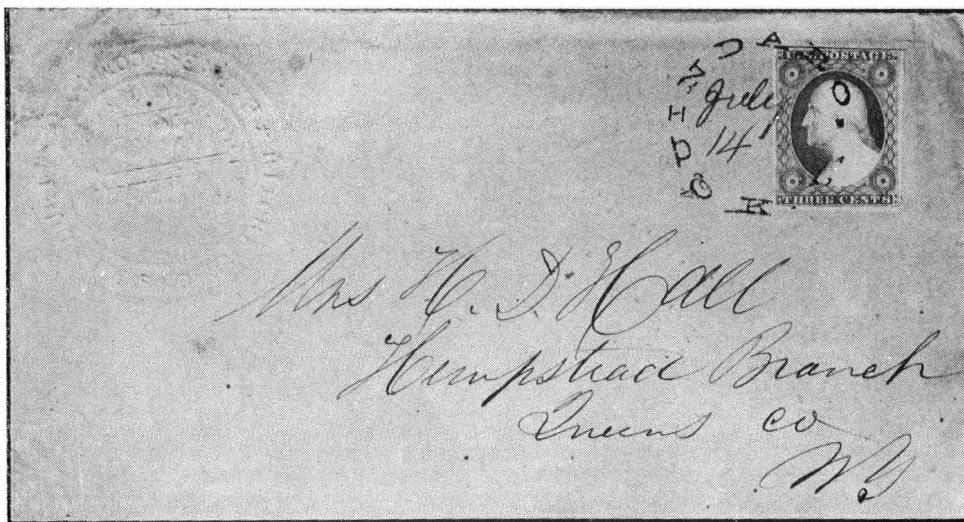


Figure 1. The only reported example of the Quindaro rimless postmark. Cover shows embossed Richardson's Missouri Express Co. advertisement. Courtesy of David L. Jarrett.

Inasmuch as the Denver City KT arcs, Leavenworth City KT (32mm) and Leavenworth City Kas. (26mm) postmarks are known to have been used after Kansas Statehood (Jan. 29, 1861), there is a possibility that some of the other covers in our list not showing the year may also have been used after this date. We do not, however, feel this possibility is great.

It should also be noted that the mail contracts, serving towns located in the area which later became Colorado Territory, were not effective until August of 1860. Consequently no bona fide covers can be dated before then, except for the quasi-official post offices of Auraria and Coraville which started some sort of service in 1859.

We gratefully acknowledge helpful assistance from Thomas J. Alexander, John Eggen, Clinton W. Kanaga, David L. Jarrett and N. Leonard Persson.

References:

1. "THE FIRST HUNDRED YEARS OF UNITED STATES POSTMARKS 1787-1887" by Dr. Carroll Chase and Richard McP. Cabeen. Pages 212-221.
2. "UNITED STATES POSTAL HISTORY COVERS" 396th sale of Robert A. Siegel, May 25, 1971.
3. "THE NEW AMERICAN STAMPLESS COVER CATALOGUE" edited by E. N. Sampson, 1971 Edition.
4. "KANSAS POST OFFICES" by Robert W. Baughman.

KANSAS TERRITORY POSTMARKS

*Listed in Chase-Cabeen, but new earliest (E) or latest (L) date reported.
 **Additional information needed. x Later Colorado Territory.

Name as in the Postmark	Date Estab. (4)	Shape	Size mm.	Color	Stamp	Earliest & Latest Dates Seen
Agnes City K. T.	Nov. 1, 56	ms.	—	Black	S5	March 23, 1859
Albany Kan.	Aug. 5, 58	ms.	—	Black	S5	June 20, **
Ashland Kansas	Dec. 29, 55	ms.	—	Black	U10	March 24 no year
Atchison K. T.	Mar. 15, 55	ms.	—	Black	U10	Dec. 15, 1855
				Black	S2	Jan. 13, probably 1856
*Atchison K. T.	Mar. 15, 55	Circle	36.5	Black	U10	(L) Oct. 7, 1858
Auraria K. T.	x Jan. 18, 59	ms.	—	Black	U10	June 15, 1859
Auraria K. T.	x Jan. 18, 59	S.L.	24 x 2.2	Black	S5	(L) Aug. 26, 1859
Barnsville K. T.	July 23, 56	ms.	—	Black	U9	May 5, **
BEACH VALLEY K. T.	Feb. 10, 59	Circle	33	Black	U10	Nov. 2, no year
Belmont K. T.	Sept. 21, 57	ms.	—	Black	S5	April 12, 1859
Bennet Station K. T.	Mar. 15, 58	ms.	—	Black	S5	June 9, **
Big Springs K. T.	Jan. 7, 56	ms.	—	Black	S2	April 19, 1856
Blooming Grove K. T.	Sept. 2, 57	ms.	—	Black	U10	Feb. 18, 1858
				Black	Stampless	Nov. 6, no year
Brooklyn K. T.	Jan. 2, 57	ms.	—	Black	S3	July 16, 1858
Burlingame K. T.	Jan. 30, 58	ms.	—	Black	S3	July 17, 1858
				Black	S5	July 10, 1860
BURLINGTON KAN.	Feb. 16, 58	Circle	25	Black	#22, two S5s & U9	Nov. 8, no year
Cato K. T.	July 30, 58	ms.	—	Black	S5	Jan. 26, 1861
Centropolis K. T.	Aug. 4, 58	ms.	—	Black	U10	Feb. 28, **
				Black	S5	Sept. 3, **
Clinton Kansas T.	Aug. 30, 58	ms.	—	Black	Strip 3	
					#24	July 5, 1859
Clinton K. T.	Aug. 30, 58	ms.	—	Black	S5	Feb. 2, 1859
				Black	S5	Sept. 27, 1859
Columbia K. Territory	Feb. 20, 57	ms.	—	Black	U10	June 28, 1857
Coraville	x Mar. 22, 59	ms.	—	Black	Stampless	June 8, 1859
Council City	Apr. 30, 55	ms.	—	Black	S2	May 4, 1857
Council Grove K. T.	Feb. 26, 55	ms.	—	Black	S2	July 14, no year
COUNCIL GROVE K. T.	Feb. 26, 55	Circle	33	Black	S5	June 18, no year
COUNCIL GROVE KAN.	Feb. 26, 55	Circle	25	Black	U10	June 28, no year
Delaware City K. T.	Jan. 29, 56	ms.	—	Black	U10	Feb. 9, no year
				Black	Stampless	Nov. 13, 1856
DELAWARE CITY K. T.	Jan. 29, 56	Circle	32	Black	S5	July 21, 1858
				Black	**	Oct. 20, 1860
DONIPHAN K. T.	Mar. 3, 55	Rimless Arc	34	Black	#9	June 9, no year
*Elwood K. T.	June 10, 57	ms.	—	Black	S2	(E) Sept. 12, 1857

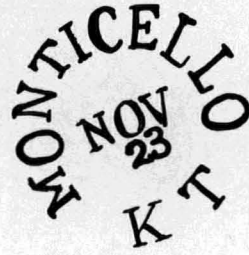
*ELWOOD KAN. Emporia K. T.	June 10, 57 Sept. 19, 57	Circle ms.	32 —	Black Black	Stampless S5	(E) Dec. 4, 1858 Dec. ** 1857
EMPORIA KAS. EMPORIA KAN. EUDORA KAN. Eureka K. T.	Sept. 19, 57 Sept. 19, 57 Sept. 1, 57 Aug. 23, 58	Circle Circle Circle ms.	** 25 26 —	Black Black Black	S5 S5 Stampless S5	** Feb. 12, no year Mar. 26, no year Jan. 6, 1859 May 10, 1860
*Fort Riley K. T.	Dec. 20, 55	ms.	—	Black Black	U10 S5	(E) April 11, 1859 (L) Aug. 30, no year
*FORT RILEY K. T.	Dec. 20, 55	Circle	36	Black	S5	(L) Dec. 20 in ms. no year
*FORT SCOTT K. T. Garnett K. T. *Geary K. T.	Mar. 3, 43 July 16, 59 July 22, 57	Circle ms. ms.	36 — —	Black Black Black	3-#24s S5 S5	(L) May 18, 1858 May 2, no year Dec. 23, 1859 should be 1857
Golden City K. T. Golden Gate Grasshopper Falls	x Apr. 6, 60 x Sept. 6, 60 Dec. 21, 55	ms. ** ms.	— ** —	Black Black Black	S5 3c Env. Stampless	Mar. 21, no year Dec. 22, 1860 Oct. 28, no year— from Cody Corresp.
*GRASSHOPPER FALLS K. T.	Dec. 21, 55	Dbl. Circle	36	Black	S5	(L) Feb. 25, 1860
Hamilton K. T. Hamlin	x July 26, 60 Dec. 5, 57	ms. ms.	— —	Black Black Black	S5 S5 S5	Dec. 21, 1860 Aug. 31, 1860 Nov. 16, 1860
Hiawatha K. T. HIAWATHA KAN. HOLTON KAN. Huron Kansas Hyatt K. T.	July 13, 58 July 13, 58 Aug. 5, 58 Dec. 14, 57 Sept. 10, 57	ms. Circle Circle ms. ms.	— ** 25.5 — —	Black Black Black Black Black	S5 S5 U10 U27 Stampless U10	Sept. 4, no year Sept. 27, 1860 Nov. 15, 1859 Jan. ** 1861 June 10, 1858 Feb. 25, no year
Indianola K. T. *Iowa Point K. T. IOWA POINT K. T.	Dec. 21, 55 Mar. 15, 55 Mar. 15, 55	ms. ms. Circle	— — 37.5	Black Black Black	S5 S5 U10	Apr. 25, 1859 (L) Oct. 27, 1860 Nov. 21, no year Dec. 1, **
Junction City K. T.	June 30, 58	ms.	—	Black Black	S5 S5	Oct. 12, 1858 Oct. 26, 1859
*JUNCTION CITY KAN.	June 30, 58	Circle	25.5	Black	S5	(E) June 21, no year
*KICKAPOO CITY K. T.	Jan. 24, 55	Circle	30	Black	S5	(E) May 20, 1858
Lancaster K. T. Lawrence K. T.	Mar. 3, 58 Jan. 13, 55	ms. ms.	— —	Black Black	U10 U10	Oct. 17, 1856 May 7, presum- ably 1855
Leavenworth K. T. Leavenworth City K. T. *LEAVENWORTH CITY K. T.	Mar. 6, 55 Mar. 6, 55 Mar. 6, 55	ms. ms. Circle w/ Serifs.	— — 32.5	Black Black Black	U10 S2 U10	Apr. 15, no year June 9, 1855 (E) July 29, 1856
*LEAVENWORTH CITY KAS.	Mar. 6, 55	Dbl. Circle	26	Black	Stampless	(E) July 25, 1860
*LECOMPTON K. T.	Sept. 5, 55	Circle	36.5	Black Black	S5 U10	(E) May 16, 1857 (L) Apr. 18, 1858
*LECOMPTON KAN. LECOMPTON KAS.	Sept. 5, 55 Sept. 5, 55	Circle Dbl. Circle	36.5 25	Black Black	S5 S5	(E) Nov. 12, 1858 Nov. 1, 1860
Lexington K. T.	June 29, 57	ms.	—	Black Black	3-S5s U26	July 9, no year Jan. 19, 1861
Manhattan K. T.	Sept. 4, 56	ms.	—	Black	S2	Feb. 2, 1857

*MANHATTON K. T.	Sept. 4, 56	Circle	36	Black	U10	(E) Sept. 1, no year
*Mapleton K. T.	June 15, 57	ms.	—	Black	S5	Jan. 13, no year
				Black	S5	May 11, no year
*MAPLETON KAN.	June 15, 57	Circle	32	Yellow	U10	(L) Dec. 8, no year
MARYSVILLE KAN.	Nov. 11, 54	Circle	32	Black	Stampless	April—1860
MARYSVILLE KAS.	Nov. 11, 54	Circle	26	Black	Stampless	Nov. 1, 1860
Mineola K. T.	Nov. 26, 58	ms.	—	Black	S5	Mar. 8, **
				Black	S5	June 27, no year
MONTICELLO K. T.	Jan. 15, 58	Rimless Circle	31	Black	S5	Nov. 23, no year
*Mountain City K. T. x	Jan. 17, 60	ms.	—	Black	S5	(E) Aug. 25, 1860
Neosho Falls K. T.	May 21, 57		—	Black	Stampless	Aug. 31, 1857
*NEOSHO FALLS KANSAS	May 21, 57	Dbl Circle	34	Black	Stampless	(E) Jan. 14, 1859
Ogden K. T.	Mar. 21, 56	ms.	—	Black	Stampless	April 15, 1857
				Black	S3	June 3, 1859
*OLATHE KAN.	May 4, 57	Circle	32	Black	U9	(L) Nov. 3, 1859
OSKALOOSA KAN.	Nov. 25, 56	Circle	26.5	Black	S5	May **
				Black	U9	**
*OSSAWATOMIE K. T.	Dec. 21, 55	Circle	36.5	Blue	S5	(E) Mar. 2, 1858
*OZAWKIE K. T.	Mar. 15, 55	Circle	36	Black	S5	(L) Oct. 5, no year
PALERMO KAN.	Dec. 9, 55	Circle	**	Black	S5	**
Palmyra	June 29, 57	ms.	—	Black	Stampless	**
Paola K. T.	Feb. 13, 56	ms.	—	Black	S3	Feb. 12, no year
				Black	3-#24s	Feb. 20, no year
PAOLA KAN.	Feb. 13, 56	Circle	32	Black	S5	May 10, 1859
				Black	S5	Jan. 7, 1860
Paris K. T.	Jan. 8, 57	ms.	—	Black	S5	Dec. 20, 1858
PAWNEE FORK K. T.	Nov. 30, 59	Triple Circle	25	Black	S5	Jan. 14, ms-no year
				Black	S5	Aug. 20, ms-no year
Peoria K. T.	June 15, 57	ms.	—	Black	S5	Mar. 27, 1858
PETERSBURG KS.	Feb. 8, 58	Circle	**	Black	S2	**
Pleasant Grove K. T.	Jul. 7, 57	ms.	—	Black	S5	July 8, 1859
*PRAIRIE CITY K. T.	Oct. 7, 57	Circle	36.5	Black	U10	(L) Aug. 11, 1860
Quindaro K. T.	May 14, 57	ms.	—	Black	S5	Jan. 3, **
QUINDARO K. T.	May 14, 57	Circle	30	Black	S2	June 15 in ms- no year
QUINDARO. K. T.	May 14, 57	Rimless Circle	30	Black	S2	July 14 in ms., no year
*QUINDARO KAN.	May 14, 57	Circle	33.5	Black	Stampless	(L) Feb. 1, 1859
*Rock Creek	Mar. 3, 56	ms.	—	Black	S5	(L) April 14, **
*Sac and Fox Agency	Mar. 3, 55	ms.	—	Black	U10	(L) Jan. 17, no year
*St. Bernard K. T.	Mar. 3, 55	ms.	—	Black	Stampless	(E) July 15, 1857
				Black	S5	(L) Aug. 30, no year
Seneca K. T.	Nov. 5, 58	ms.	—	Black	S5	Aug. 15, **
Shawnee K. T.	Mar. 19, 57	ms.	—	Black	S5	Mar. 19, no year
				Black	S5	Sept. 16, 1860
Stanton K. T.	June 8, 57	ms.	—	Black	S3	Sept. 8, 1857
*Tecumseh K. T.	Mar. 3, 55	ms.	—	Black	Stampless	(L) May 27, 1857
Walton K. T.	Oct. 23, 58	ms.	—	Black	S5	June 29, 1859
				Black	Stampless	April 7, 1860
WATERLOO K. T.	June 30, 58	Circle	33	Black	S5	June 27, no year
Wathena K. T.	Aug. 2, 56	ms.	—	Black	U10	May 25, **
*White Cloud K. T.	July 11, 55	ms.	—	Black	U10	(L) May 3, 1859
Wilmington K. T.	May 21, 57	ms.	—	Black	U10	Oct. 14, 1858
*Wyandotte K. T.	Oct. 5, 55	ms.	—	Black	S2	(E) Sept. 9, 1856
Wyandotte Kas.	Oct. 5, 55	ms.	—	Black	S5	June 5, **
WYANDOTTE KAN.	Oct. 5, 55	Circle	25	Black	U9	April ** 1860
				**	**	Sept. 28, 1860

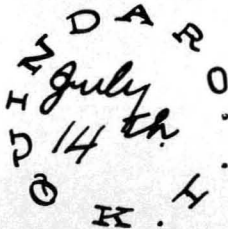
KANSAS TERRITORIAL POSTMARKS



KANSAS TERRITORIAL POSTMARKS



PAID



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

Mr. Arthur H. Bond submits this report, which supplements the article written by him on the subject in Chronicle 70:77.

He reports that Cover #5 is actually addressed to Savannah, Georgia, rather than Providence, R. I., as reported by Mr. Henry A. Meyer. This probably

accounts for the fact that the cover received no townmark, only a 7 bar 17.5 mm. circular grid tying the stamp.

A new cover (#11) should be added to the previous list (it is illustrated as Figure 2, courtesy of Mr. Charles J. Starnes):

No. 11) Postmarked SAVANNAH, Ga./Mar 29/3 with MAIL ROUTE in black as well as a mss. endorsement "Per N. York Steamer." Addressed to Norton, Mass., 4c postage paid with S2 brownish carmine (probably 1852) and 1c 1851, Type II.



Figure 2

THREE CENT PERFORATED STAMPS FROM PLATE 15

Several errors and omissions crept into the article on this subject in *Chronicle* 72:187.

The caption of Fig. 3 (p. 188) should read "87R15, the only major double transfer on the plate."

The caption of Fig 7 (p. 193) described a strip of three as well as a single. Only the single was illustrated. This is one of the triple frame line positions, 99R15. The omitted illustration of the strip of three is included here as Figure 3.



Figure 3

The stamps are 6, 7, 8R15. The middle stamp, 7R15, 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; the right frame line is split.



Figure 4

The photo in Figure 4 is 17R15, which is recut below the upper left rosette, but not in the upper left triangle; the left frame line is split and the right frame line is doubled.

BOOKS — BOOKS — BOOKS

Kemble, J. H. *THE PANAMA ROUTE 1848-1869*. A fine 1970 reprint of the 1943 edition. \$15.00 ppd. Mass. residents kindly add sales tax.

Clark, Captain Arthur H. *THE CLIPPER SHIP ERA*. 1970 reprint of the 1910 edition with additions. \$9.95 ppd.

McKay, Richard C. *SOUTH STREET, A Maritime History of New York*. 1970 reprint of the 1934 edition with additions. \$9.95 ppd.

McKay, Richard C. *SOME FAMOUS SAILING SHIPS AND THEIR BUILDER DONALD MCKAY*. \$9.95 ppd.

Ask for our List #11-SASE appreciated. A few items from this list follow: *Table of the Post Offices in the U.S. 1836*; *Laws and Regulations for the Government of the Post Office Department. 1847*; *Table of Post Offices in the United States 1851*; *Ibid.* another copy; *Ibid.* another copy; *Ibid.* a defective copy. Earlier and later postal history items included, plus a variety of philatelic literature-U.S. and foreign. All items purchased are returnable if found not up to expectation.

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

The Period Editor has a good deal of catching up to do with correspondence and other obligations, such as fulfilling promises made in rash moments at stamp shows and meetings. The Neinken book, which has taken a good deal of time, will soon be out of the way, and we then expect to acknowledge all the correspondence and reports concerning this section of the *Chronicle*.

This issue of the *Chronicle* has this section mainly devoted to a report concerning the China and Japan Steam Service markings, and we feel that this report takes a giant step towards dispelling some of the mystery about this marking. We had a good many reports—some of which were most useful. Others displayed extra effort—for example, in taking the trouble to make notes of covers bearing the subject marking on exhibition in a stamp show. There is more work yet to do on the marking, but the information worked up from the reports received points the way to possibly solving most of the unknowns about the subject.

For future subjects, we have been considering another chapter or so regarding occupation markings—probably Mississippi and Virginia will come next. We are about ready to publish more of Henry A. Meyer's waterway postal markings, and assemble several reports of new markings in the categories already published. Does anyone have other subjects they would like to see covered?

CHINA AND JAPAN STEAM SERVICE

RICHARD B. GRAHAM

In *Chronicle* No. 66, (repeated in later issues), the Period Editor requested reports of usage of the oval marking, in shades of red or magenta, reading *China and Japan/Steam Service* with various ornaments. A tracing of this marking was in Plate "A", page 168, *Chronicle* No. 68.

This marking is not common, and, in spite of some authoritative-sounding statements in print over the years as to where it was applied, there is really no positive knowledge as to whether it was applied at the San Francisco post office or by Route Agents aboard the east bound steamers of the Pacific Mail Steam Ship Company's trans-Pacific line. We do know that the marking appears only on covers carried from the Orient to San Francisco aboard the ships of the line.

There have been several articles written concerning this service. Most of the information given in them is based upon the annual reports of the U.S. Postmasters General, 1865-et seq., as well as other official documents. Closely tied in with the service was the opening (and eventual assumption by the Japanese of the responsibilities of foreign mail exchange) of the U.S. and other Consular post offices in Japan, and the various postal treaties between the U.S. Post Office Dept. and the postal authorities of the British crown colony of Hong Kong. These events are covered in good detail in an article by H. E. Lobdell in the *12th American Philatelic Congress Book*. This article is based almost entirely upon documentation, and from that standpoint, at least, can be used as the basic reference work for this subject. Several other works, dealing with the establishment of the U.S. Consular post offices in Japan, and the U.S.-Hong Kong postal treaties, are noted in the accompanying bibliography. In addition, we are aware that Dr. Robert M. Spaulding, Jr., Editor of *Japanese Philately*, journal of the International Society for Japanese Philately, has in work a comprehensive article on the subject of the U.S. Consular post offices in Japan. Knowing Dr. Spaulding's work as we do, there is no doubt but what this article will be the last word on the subject, and we are looking forward to the publication of the article with a great deal of interest.

There are two ways to conduct postal history research, and a thorough job cannot ignore either. These are, respectively, consideration of the evidence of the documents and laws and reports, and the evidence derived from the covers and enclosures themselves which are being studied. The former involves study of the contracts under which mails were carried, the postal laws and regulations, and other similar documentation to be found in archives, laws and records. From this kind of data, dependent upon the amount of detail available, frequency and terminals or routes may be determined, as well as approximate periods of existence. The real problem, at least in analyzing United States covers and markings, is that there is almost no mention of postal markings in the documentation. This places the student of U.S. markings at something of a disadvantage in comparison with his British counterpart, where actual strikes of most instruments used in the British empire are on file in official archives.

Since the student of U.S. postal history has no such record, he must fall back upon the second phase of research—the covers and letters themselves. As a matter of fact, using a statistical approach, it is often possible to prove otherwise undocumented data beyond any reasonable doubt. Other times, clues derived from the markings themselves will often lead a researcher to previously unknown records.

The question of where the China and Japan Steam Service marking was applied has never been proven. In his *Special Service*, the late Stanley B. Ashbrook stated his belief the marking was applied at San Francisco.¹ Various other writers, notably in England, have stated the marking was applied aboard the mail steamers, and this without qualification.² This writer does not have access, however, to all of the references cited, notably some of those of W. R. Wellstead. However, in all frankness, we do not believe that any truly reliable such evidence exists although we will also agree there is a strong possibility that the marking was, at least for a time, applied aboard the mail steamers.

There is no question as to the purpose of the markings, and of the mail route with which it was associated. This has been well covered in the references cited, but still should be reviewed briefly. The marking was applied, presumably, to indicate certain letters were received over a mail route of the United States, in contrast to mails received from private ships at San Francisco. The latter were subject to ship letter fees, generally speaking, although an exception could be made for letters conveyed by private ship over the exact same route as the mail steamers. The mail route to the Orient was by contract with the Pacific Mail Steamship Co., and service commenced with the sailing of the S.S. *Colorado* for Yokohama on Jan. 1, 1867, on what was to be the first round trip of the service. The contract had been signed on Aug. 18, 1865 and was to eventually provide monthly round trip service between the Orient and San Francisco. The route was originally designed to include calls at Yokohama, Hong Kong and, again, Yokohama, as well as stops at Honolulu, Hawaii, both going and coming from San Francisco. The Honolulu stops were immediately taken out of the schedule, however, when it was found that vessels with enough tonnage to carry enough coal for service at a reasonable speed would require too much draft for the Honolulu harbor. Consequently, a separate service was eventually established between San Francisco and Hawaii, and that is another story.

The contract called for vessels of 3500 to 4000 tons to be built, which were not yet completed at the time the contract required the first voyage to be made. Consequently, the Pacific Mail Steamship Co., who had the contract, took the 3500 ton sidewheeler S.S. *Colorado* from their Panama-San Francisco route to run the first trips to the Orient until the new vessels under construction, the *Great Republic*, *China*, and *Japan* were available. The *Colorado* ran the first three trips, arriving back at San Francisco on March 20, June 13, and September 14th, respectively. The *Great Republic* arrived in time to make the next trip, arriving back at San Francisco on 19 Nov., 1867, and the *China*, also becoming available in late 1867, arrived at San Francisco from Yokohama on Dec. 31, 1867. In the

meantime, the *New York* and *Costa Rica* had been purchased to establish a supplemental route between Yokohama and Shanghai so that the trans-Pacific steamers would not have to include a side trip to Shanghai on their voyages. The *New York* made one return voyage to San Francisco, arriving on 18 May, 1868, when the *Great Republic* broke the shaft of one of her wheels on an outward voyage, and had to limp into Yokohama. The auxiliary route was later augmented by the *Oregonion*, *Golden Age*, and *Ariel*, which, although details are not entirely clear, apparently made supplemental runs between Shanghai, Yokohama, Kobe, Nagasaki, and possibly other Japanese and Chinese ports.

The normal route of the trans-Pacific steamers was from San Francisco to Yokohama on to Hong Kong, and back again to Yokohama before returning to San Francisco. The service did not become monthly until the *Japan* became available in August, 1868, although the *Colorado* was removed from the route at that time. The *America* was added in mid-1869.

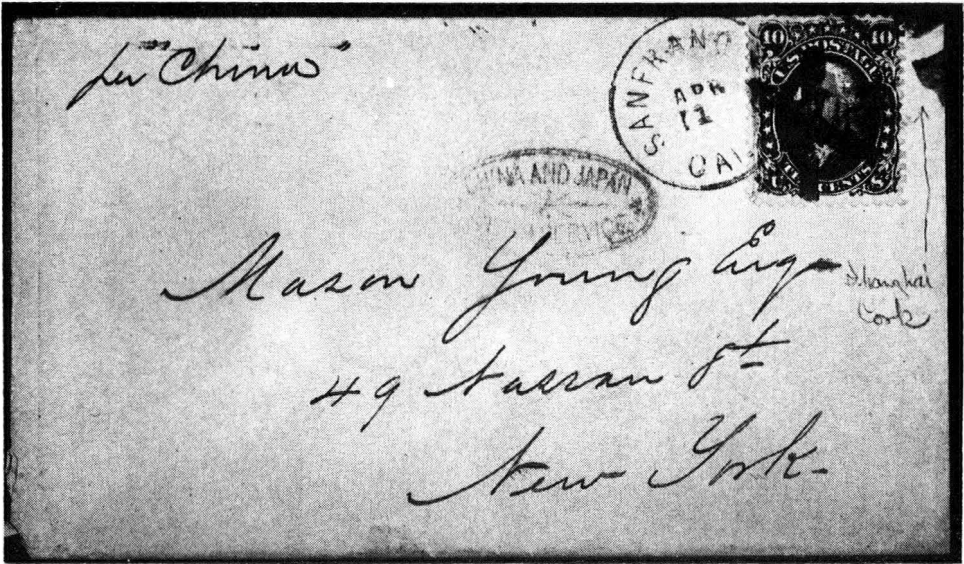


Fig. 1. This cover arrived aboard the *S.S. China* on 31 Mar., 1868, being datestamped at San Francisco the following day. The 10c stamp has apparently been struck with two different killers, both in black. The "X" is obvious; at top right is a different cork which was, according to the note of Henry A. Meyer, who made the photo, once identified by Mr. H.D.S. Haverbeck as the "Shanghai Chop." Cover reported by Mr. Charles J. Starnes.

In *Chronicle* No. 66, page 80, there was reviewed Monograph No. 3 of the International Society for Japanese Philately, *Pacific Crossings from Japan*, by W. H. Halliburton, Conrad Roger, and Robert M. Spaulding, Jr. Since the Pacific Mail steamers always arrived from Yokohama, this pamphlet in effect provided an excellent check of year dates of covers bearing the China and Japan Steam Service marking. *Pacific Crossings* lists a very comprehensive tabulation of arrivals of all ships from Japan by date, for the years 1858-79. The information is very complete as regards the Pacific Mail steamers, and these arrivals were infrequent enough that, if the month and date of the San Francisco date stamp can be read, the cover in question can almost invariably be year-dated with a great deal of confidence. It immediately struck the writer that the monograph could make possible the working out of the hitherto unknown detail regarding the oval China and Japan Steam Service marking, since it has been the inability to year-date these covers which made any sort of start of an analysis impossible. For this reason, we requested reports of covers in the same issue of the *Chronicle* in which we reviewed *Pacific Crossings*.

To date, we have had reports or found records of about 40 covers, but of these, only about 29 have complete enough information to permit recording.

Table "A" lists these covers. A good deal of very interesting data has resulted. The earliest use reported to date is on covers arriving aboard the S.S. *Colorado* on Sept. 14, 1867. These covers were postmarked at San Francisco the same day. The latest use recorded is on covers arriving aboard the S.S. *Japan* on 20 Jul., 1869. We were also given the record of a cover arriving aboard the S.S. *China* on 19 Aug., 1869, which did *not* bear the China and Japan Steam Service marking.

Many of the covers recorded are from Hong Kong, bearing stamps of that British colony. A postal convention had been negotiated between the U.S. and Hong Kong, becoming by its terms effective on Nov. 1, 1867, although not actually ratified at Washington until Nov. 12 of that year. However, as of 1962, the earliest recorded covers from that convention were dated July, 1868.³ While this article does not intend to cover the subject of Hong Kong-U.S. mails as being outside its scope, we have included references pertaining to the subject in the bibliography.



Fig. 2. From Ashbrook Special Service, Photo No. 94. Bears a handstamped U.S. consulate seal, apparently used as a frank, since it is "cancelled" with a cork sometimes seen on 10c 1861 stamps used in this service. The cover arrived at San Francisco aboard the S.S. *Japan* on 24 Apr., 1869.

The vessels of the Pacific Mail Steamship Co. completed five round trip voyages on the China-Japan service in 1867, nine in 1868, twelve in 1869 and fifteen in 1870, beyond which point we did not bother to count. There were nineteen trips, inclusive, between Sep. 19, 1867 and Jul. 20, 1869, dates of arrival of the first and last trips involving covers recorded by us as bearing the oval China and Japan Steam Service marking. Of these nineteen trips, we recorded covers for sixteen, only those trips arriving on 18 May, 1868 (S.S. *New York*), 20 Oct., 1868 (*Japan*) and 20 Jan., 1869 (also the S.S. *Japan*) not having produced at this time a recorded cover.

Table "B" shows a record of these incoming trips (also including the first trips and the remainder of the 1869 trips, for reasons which will be discussed later). In Table "B", we have simply recorded the ship arriving at San Francisco, with its date of arrival, and also the date of the San Francisco marking upon the covers recorded.

Obviously, the project is not at an end, and Tables "A" and "B" point the way to further useful data which may be developed. We need to know if earlier or later dated covers exist bearing the China and Japan Steam Service marking. Most of the covers bearing Hong Kong stamps have both Hong Kong and San Francisco "Paid All" markings. As stated above, the earliest known such covers

date from July, 1868 which was before the U.S. Route Agents had been removed from the Pacific Mail Steamship vessels as not being needed, their services being taken over by the pursers of the vessels, according to the Postmaster General's Annual Report dated April, 1869, sometime previous to the date of the report. The San Francisco Paid All markings on incoming Hong Kong or Hawaiian covers were usually struck in shades of red. So—question—does the red of the China and Japan Steam Service marking on such covers match the red of the San Francisco Paid All struck on the cover? If so, this is not absolute proof that the former marking was struck at the San Francisco post office but is certainly strong evidence. If the colors do not match, being different shades of red, we would be very tempted to consider this near proof the markings were struck aboard the steamers. The fact of the majority of the covers' bearing a marking in red or magenta and the San Francisco marking's being struck in black also may be indicative. It also must be observed there is a possibility that the markings were struck aboard the steamers in the earlier days of the service but the instruments were transferred to the San Francisco post office at a later date.

In his *Special Service*, pages 331-332, the late Stanley B. Ashbrook remarked that the San Francisco markings were not the date of receipt but were the date the cover was mailed to the east via Panama. While we agree there are many such examples of this situation with other offices and services, for this particular situation we have to disagree with Mr. Ashbrook. We believe that the steamers left for Panama during this period on the 1st, 14th and 20th, but there is no such pattern in the San Francisco dates struck upon the covers, which rather follow to some fairly close degree the dates of arrival of the steamers from Japan.

One other "discrepancy" comes to light. In the second Moody sale, held in November, 1950, Lot No. 136 was pictured and described as follows:

136. (Cover symbol). 10c yellow, very fine on small, neat cover originating from the U.S. Flagship Delaware, Yokohama, Japan; addressed to Ridgefield, Conn., bearing magenta oval "CHINA AND JAPAN STEAM SERVICE," canc. and tied on arrival at San Francisco; very rare cover (116). From the Stephen D. Brown collection . . .

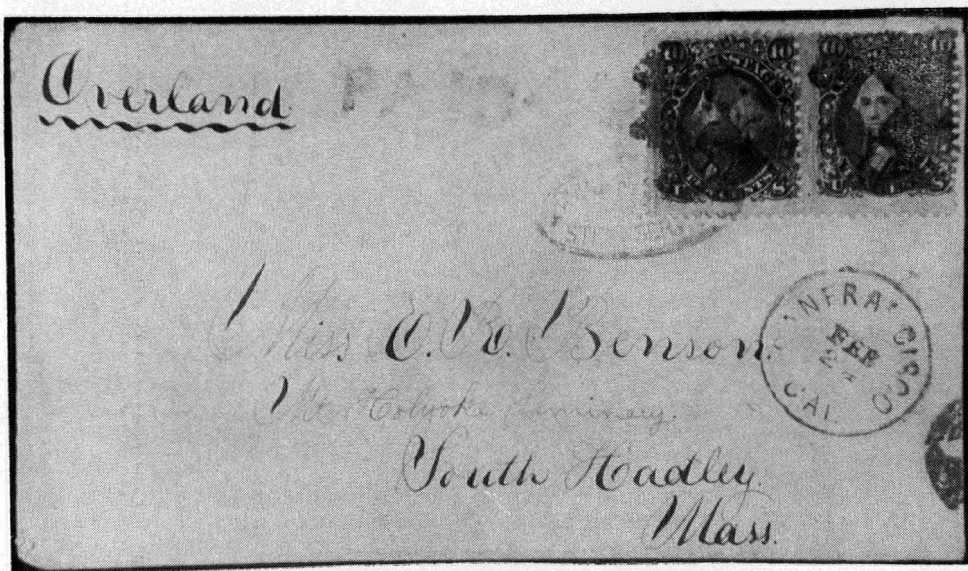


Fig. 3. A pair of 10c 1861 stamps, cancelled with a "checkerboard" killer, on a cover bearing a PAID hand-stamp. Arrived at San Francisco, 23 Feb., 1869, aboard the S.S. China. From the collection of Mr. C. W. Christian.

In other words, the cover described bore a 10c 1869 stamp, and also the China and Japan Steam Service marking. From the illustration of the cover, the date of the San Francisco marking was clearly Sep. 20. The date of issue of the 10c 1869 has been recorded as April 1, 1869, so a September usage would have necessarily to be 1869 or later. As given in *Pacific Crossings*, the *Great Republic* arrived at San Francisco on Sep. 13, 1869 and the *S.S. America* arrived on Sept. 12, 1870. The latest date we have recorded for use of the China and Japan Steam Service marking was with the arrival of the *S.S. Japan* on 20 July, 1869. Also, we have record of a cover arriving aboard the *Great Republic* on 13 Sep 1869 which did not bear the China and Japan Steam Service marking. We do not know who presently owns the Moody cover, nor are we saying there is anything wrong with it, but it would be desirable that the cover be subjected to expertization. It also should be observed in passing that, slow as were transmission of stamps and other postal data to Japan, getting supplies of the new 1869 issue, issued in April, to Japan in time to be applied to letters in August was comparatively good, although definitely not impossible service for that situation. We would much appreciate reports of other covers bearing—or not bearing—the China and Japan Steam Service marking which arrived aboard the *Japan* or the *Great Republic*, or, for that matter, any other uses after June, 1869.

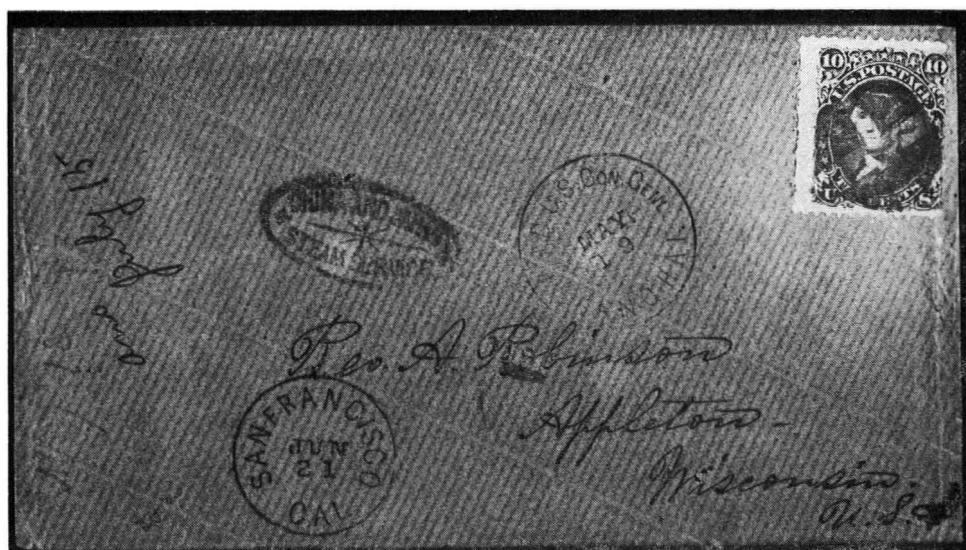


Fig. 4. Cover arrived in San Francisco on 19 Jun., 1869, aboard the *Great Republic*. Bears c.d.s. of "P.O.D.U.S. CON. GENL/SHANGHAI, May 19." Compare the killer cancelling the stamp with the fragment of killer noted in Fig. 1. Photo by Henry A. Meyer.

In the course of assembling these reports, we managed to accumulate or borrow several photos of covers bearing the subject marking. Several of these accompany this article, and another factor of considerable interest may be noted from the illustrations. This is the fact that several different killers were used on the U.S. 10c stamps, and it is believed there is something of a pattern to these. For example, Figs 1 and 5 show covers with two killers used to cancel the 10c stamp. Both have black crosses, but the cover of Fig. 1 has what is noted in pencil on the cover as the "Shanghai cork," in addition, and the cover of Fig. 5 also has a separate cork killer. In our opinion, a killer was applied when covers with U.S. stamps were handed in to the Consular mail agent in the Orient who handled the mails as one of his many assigned jobs, but where was the second killer struck? Aboard the mail steamers? If so, then it would appear that the killer on the cover of Fig. 5 must have been struck on one of the last voyages of those gentlemen, for the cover arrived at San Francisco aboard the *Great Republic* on

Mar. 27, 1869, and the annual report of the Postmaster General, dated April, 1869, announced the services of the P. O. Dept. Route Agents aboard the vessels had been discontinued.

What are needed here, of course, are more reports. The comparisons of color are needed on covers with Hong Kong stamps. Also needed is a record of the killers used on the 10c U.S. stamps, but only where the origin of the cover is known. From such reports, it seems very possible to pin down the various types of killers to specific U.S. Consular post offices, or, if certain killers are found to "float"—i.e., appearing on a cover from, say, Hong Kong one time, and from Yokohama another, then it would seem that a Route Agent was in the picture. It should be safe to assume that Route Agents could use killers or other instruments where the pursers who superseded them could not legally do so, the latter probably having handled only locked pouches.



Fig. 5. Arrived in San Francisco aboard the *Great Republic*, 27 Mar., 1869. Note there are two distinct killers cancelling the stamp. Photo submitted by Mr. Walter Hubbard.

We need to know one other fact of a negative sort. Do covers exist which, by reason of known date and origin, and San Francisco marking, should have borne the China and Japan Steam Service marking, but which do not? If so, then is there a possibility that the covers bearing the Steam Service marking were mailed aboard the steamers or at dockside? While we can cite several reasons why this speculation probably cannot be valid, it still should be explored.

We wish to thank several people for submitting data on covers. Among these are Walter Hubbard, Marc Haas, Bill Semsrott, Bill Herzog, Everett Erle, Bert Christian, Charles Starnes, and Pat Herst. There are others, and we also wish to acknowledge the service of Charles Starnes in calling the Lobdell article in the *12th American Philatelic Congress Book* to our attention. In addition, we wish to thank Dr. Robert M. Spaulding for information culled from *Pacific Crossings*, and the various other authors cited in the text and bibliography for data taken from their work. In addition, we wish to thank Walter Hubbard and Michael Lawrence for sending us photos or calling them to our attention.

Footnotes

- 1 Ashbrook *Special Service*, Issue No. 43, Oct., 1954, page 340.
- 2 Riddell, John D. and Sheila, *U.S.A. Consular Post Offices in Japan*, Robson Lowe, Ltd, London, 1971 (?).
- 3 Wellsted, W. Raife, *Trans-Pacific Mail, The Postal Convention between U.S.A. and Hong Kong/1 November 1867-1 April 1877 and its developmbents.*, article in *Bulletin of the Postal History Society* No. 122, Nov.-Dec., 1962.

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- Perry, Elliott, *Pat Paragraphs*, No. 42, Pages 1301-1311.
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**TABLE "A", List of Covers reported bearing China and Japan
Steam Service marking.**

<i>Stamp</i>	<i>Remarks</i>	<i>Per Stmr.</i>	<i>Date of Stmr. arrival</i>	<i>Date of S.F. datestamp</i>
10c, #68.	No C.J.SS mark; bears CHINA STEAM and Forwarded by U.S. Consul, Kanagawa, Japan; has enclosed letter dated 1867. To S.F.	<i>Colorado</i>	14 Sept., 1867.	Sep. 14.
10c, #68.	Bears "Forwarded U.S. Consul, Kanagawa," and PAID. To ? Magenta C. & J.S.S.	<i>Colorado</i>	14 Sept., 1867.	Sep. 14.
10c, #68.	Printed address "Mrs. Ruth S. Kingsley, Tioga, Tioga Co., Penna, U.S. OF America" and printed "U.S.S. Shenandoah."	<i>Great Republic</i>	19 Nov., 1867.	Nov. 20.
Pr. 5c, #76.	Stamps canc. with blue grid. Address ?	<i>Gr. Rep'c.</i>	19 Nov., 1867.	Nov. 19.
Stmpls.	M/S "10"; from Hong Kong, Oct. 15, Addr. to Msr. Auger, San Francisco (?)	<i>Gr. Rep'c.</i>	19 Nov., 1867.	Nov. 19.
Hong Kong 8c; 10c U.S.	Endorsed "Per China" and "Pacific Mail Steamship Co." Addr to Mrs. Thos. P. Tyler, N.Y.	<i>China</i>	31 Dec., 1867.	Jan. 1.
10c #68.	Addr. to Francis Dana, M.D., Cambridge, Mass. (Ashbrook photo #171.) Listed as from Kanagawa.	<i>Gr. Rep'c.</i>	16 Feb., 1868	Feb. 17.
M/S "10"	Endorsed "U.S.S. Iroquois/Yokohama, Japan/Naval Letter." Addr. to Waynesville, Ohio. Contains long letter headed "U.S.S. Iroquois/Yokohama, Japan/March 5, 1868."	<i>China</i>	31 Mar., 1868.	Apr. 1.
10c #68.	Shown as Fig. 1.	<i>China</i>	31 Mar., 1868.	Apr. 1.
10c #68 Pr.	To Rev. S. R. Brown, New York. Endorsed "Per Pacific Mail."	<i>China</i>	31 Mar., 1868.	Apr. 1.
10c #68.	Endorsed "Via Panama." P'mkd "P.O.D. U.S. Consul Genl/ Shanghai, May 25 and May 26" (2 strikes), addr. to Jacob Lyberger (?), Orford, Iowa.	<i>China</i>	26 Jun., 1868.	Jun. 26

<i>Stamp</i>	<i>Remarks</i>	<i>Per Stmr.</i>	<i>Date of Stmr. arrival</i>	<i>Date of S.F. datestamp</i>
12c & 4c Hong Kong	Stamps canc. B62. Endorsed "Via California" and "Colorado" and "8"; to Augustine Heard, Boston. Red S.F. "Paid All."	<i>Colorado</i>	16 Aug., 1868.	Aug. 17.
10c 1869. (?)	Endorsed "U.S. Flagship Delaware/Yokohama", add r. to Ridgefield, Conn. See text.	<i>Gr. Rep'c.</i>	19 Sep., 1868.	Sep. 20.
10c #68.	No addr. given.	<i>Gr. Rep'c.</i>	19 Sep., 1868.	Sep. 20.
10c #68 on 10c entire.	Endorsed "Per China, via S.F." Addr to Frank Hall, Elmira, N.Y.	<i>China</i>	22 Nov., 1868.	Nov. 23.
strip of 4 #68.	To Elmira, New York. Probably from Walsh, Hall & Co., Yokohama.	<i>Gr. Rep'c.</i>	22 Dec., 1868.	Dec. 23.
U40 (10c env.)	To Elmira, N.Y. M/S "Per China"—Probably from Walsh, Hall & Co., Yokohama.	<i>China</i>	23 Feb., 1869.	Feb. 24.
Pr. 10c, #68.	Addr. to Miss E. R. Benson, Mt. Holyoke Seminary, South Hadley, Mass. M/S "Overland." "PAID" handstamp. Checkerboard black killer on stamps. See Fig. 3.	<i>China</i>	23 Feb., 1869.	Feb. 24.
10c stmpd envelope. Pr. #68	Address not reported. Listed in pamphlet under "Kanagawa." To Montreal, Canada. M/S "Per Pacific Mail" with postmk of "P.O.D. U.S. Con Genl/Shanghai, Feb. 20."	<i>China</i>	23 Feb., 1869.	Feb. 24.
10c grill.	"Via California" in M/S. To Binghampton, N.Y.	<i>Grt Rep'c.</i>	27 Mar., 1869.	Mar. 29.
10c '61.	To "Mrs. Morton/Belleville . . . New Jersey/United States" See Fig. 5.	<i>Grt Rep'c.</i>	27 Mar., 1869.	Mar. 29.
8c Hong Kong #13	"B62" killer. Hong Kong PAID ALL, Mar 19, '69, in brown red. S.F. PAID ALL, Apr. 24, in red. Addr. not given.	<i>Japan</i>	24 Apr., 1869.	Apr. 24.
Stmpls.	Bears handstamp frank of "U.S. Consulate, Osaca & Hiogo," in black. Has black "HIOGO/JAPAN" double circle; m/s "2", "7" and "10." S.F. PAID ALL in "red purple" as is reported color of China & Japan S.S. marking. Addr. to Gen. Miller/Collector of Customs/San Francisco/Cal. See Fig. 2.	<i>Japan</i>	24 Apr., 1869.	Apr. 24.
Pr. 10c 11x13 grills.	Addr. to Cheney Bros, Hartford, Conn. M/S "Per China."	<i>China</i>	20 May, 1869.	May 21.
10c, #68 & 12c #69.	Addr. to Brooklyn, N.Y. M/S "Via San Francisco/Per PMSS." Cover is ex Knapp.	<i>Grt Rep'c.</i>	19 Jun., 1869.	Jun. 21.
Stmpls	To Amsterdam, Holland. M/S "Via America Overland." Has hndstmpd New York, Br. Trans marking: "INSUFFICIENTLY PAID." (Jun 30.) Listed in pamphlet under "Kanagawa."	<i>Grt Rep'c.</i>	19 Jun., 1869.	Jun. 24.
10c '61.	Addr. to Rev. A. Robinson, Appleton, Wis. Bears handstamp, P O D U S CON GENL/SHANGHAI, May 19. See Fig. 4.	<i>Grt Rep'c.</i>	19 Jun., 1869.	Jun. 21.
#68 on U40 Env.	To Elmira, N.Y. Probably from Walsh, Hall & Co., Yokohama. Has San Fran. double circle marking.	<i>Japan</i>	20 July, 1869.	July 20.
#U40	Has black PAID cancel. Addr. to Elmira, N.Y. Label on back rdg "From Walsh, Hall & Co./Yokohama." Has S.F. double circle marking.	<i>Japan</i>	20 July, 1869.	July 20.

The following cover is part of the same correspondence as several other covers listed above—the “Walsh Hall & Co./Yokohama” series to Elmira. It does *not* bear the China and Japan Steam Service marking, and is listed as being possibly significant, since no later covers bearing the marking were reported.

10c #68 M/S “Per U.S. Mail Overland” to *China* 19 Aug., 1869. Aug. 19.
Elmira, N.Y. Probably Walsh,
Hall & Co. corr.

Notes: The headings “Per Stmr,” “Date of Stmr arrival,” and “Date of S.F. Datestamp” mean, respectively, the name of the steamer and date of its arrival at San Francisco, that, as selected from ISJP Monograph No. 3, *Pacific Crossings*, almost certainly carried the particular cover listed. The last heading gives the date of the San Francisco datestamp.

**TABLE “B”—ARRIVAL DATES OF P.M.S.S. Co.
STEAMSHIPS AT SAN FRANCISCO, 1867-1869.**

<i>Vessel</i>	<i>Arrival Date</i>	<i>Vessel</i>	<i>Arrival Date</i>	<i>Vessel</i>	<i>Arrival Date</i>
<i>Colorado</i>	20 Mar 67	<i>Great Republic</i>	16 Feb 68	<i>Japan</i>	20 Jan 69
<i>Colorado</i>	13 Jun 67	<i>China</i>	31 Mar 68	<i>China</i>	23 Feb 69
<i>Colorado</i>	14 Sep 67	<i>New York</i>	18 May 68	<i>Great Republic</i>	27 Mar 69
<i>Great Republic</i>	19 Nov 67	<i>China</i>	26 Jun 68	<i>Japan</i>	24 Apr 69
<i>China</i>	31 Dec 67	<i>Colorado</i>	16 Aug 68	<i>China</i>	20 May 69
		<i>Great Republic</i>	19 Sep 68	<i>Great Republic</i>	19 Jun 69
		<i>Japan</i>	20 Oct 68	<i>Japan</i>	20 Jul 69
		<i>China</i>	22 Nov 68	<i>China</i>	19 Aug 69
		<i>Great Republic</i>	22 Dec 68	<i>Great Republic</i>	13 Sep 69
				<i>America</i>	20 Oct 69
				<i>Japan</i>	22 Nov 69
				<i>China</i>	25 Dec 69

Note: These dates of arrival taken from ISJP Monograph No. 3, *Pacific Crossings*.

THE HIOGO DOUBLE CIRCLE

Michael Laurence, R.A. 511, writes that he has uncovered some new information about the Hiogo double circle marking (note this marking on the cover in Fig. 2 of *China and Japan Steam Service* in this issue of the *Chronicle*). This marking was used by the U.S. Consular Post Office in Hiogo, Japan, in 1869 and the early 1870's. He would like to hear from collectors who have copies of this cancellation, on cover or off. He is especially interested in seeing copies of the cancellation that might conceivably be forgeries. He intends to write up the results of his study for a future issue of the *Chronicle*. His address is Treetops, R.F.D. #2, Windsor, Vermont 05089.

On this same subject, the Period Editor, who is also a member of the International Society for Japanese Philately, wishes to call attention of those interested in the Hiogo double circle to an article in the Oct., 1971 issue of *Japanese Philately* on this subject. This article, written by Dr. Robert M. Spaulding, Jr. Editor of *Japanese Philately* is titled *The U.S. Post Office at Kobe (Hiogo)*, and it lists the markings and known covers from this agency. In addition it includes a great deal of information about the operations of that office, as well as the listing of the various markings and covers. In addition, the same issue of *Japanese Philately* has an article titled *British Mail for Japan, 1861-77*, which also contains a good deal of information of interest to the collector of Trans-Pacific covers. As an example, there are illustrations of seven different British Post Office notices giving information on mail to Japan via San Francisco.

The Period Editor will endeavor to learn if extra copies of this issue of *Japanese Philately* are available and at what price to non members of ISJP.

Richard B. Graham

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

CHARLES L. TOWLE

I — Remele Catalog—

(a) William Coles Jr. submits a most interesting cover for study. Marking is 27½ mm. black, TRENTON, 2d LINE, B.D.R.R. on stampless cover to Erwinna, Bucks Co., Penn. Undoubtedly a railroad business usage the undated cover bears the interesting inscription 'Mr.Dilts at Frenchtown -please forward this canal service'. Thus this may be a combination railroad service -canal service cover carried on Belvidere -Delaware Railroad and the Delaware and Lehigh canal. This is the third known marking of Belvidere Delaware R.R. stations joining previously listed Lambertville and Titusville listed in Remele catalog.

(b) Through the cooperation of Mr. E. J. McGrath we show tracing of a third example of Remele C 24. This marking was previously discussed in *Chronicle* 34 by Bill Hicks. Present cover ties US 11 on an 1855(?) cover to Oberlin, Lorain Co., Ohio. No back address shown. From this and previous evidence it is most likely that all such markings have the error 'COLUMBIA' instead of 'COLUMBUS' and Remele listing should be—

C 24, COLUMBIA, PIQUA & INDA. R.R. 32 mm. black, 1851-57. Scarcity factor should be changed to 'very rare'. Dates known on cover for the record are Feb. 27, Sep. 13 and Sep. 18.



(a)



(b)

II — Towle-Meyer Catalog—

Through the courtesy of Messrs. Coles, Fingerhood, Funk, Germon, Haas, Kesterson, Leet, Neilsen, Roberts, Spelman and Wyer we present the following errata and addenda:

Errata

By further research work by Melvin Leet a postcard has been located dated Apr. 29, 1886 from Port Austin, Mich. bearing marking S. B. & Pt. Huron Agt. This results in the following revision of catalog listings as the S.B. obviously becomes Sand Beach in lieu of South Bend as previously believed.

624-D-1 should be listed as 639-B-1.

624-D-2 should be listed as 639-B-2.

Addenda

4-T-1 reported WYD 1884.

11-D-2 reported in 1880 with negative E killer in black rounded corner rectangle.

54-G-1 in blue used in 1877.

59-B-1 used in 1884.

202-B-1 reported WYD 1883.

Plate XXVII



35-Q-1



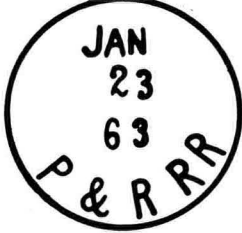
54-J-2



114-S-8



181-B-1



190-H-1



192-C-1



204-S-1



273-S-11



278-S-4

*S & R R
12 June 1855*

336-B-2



485-S-1

*S C I 2 R
Dec 15*

336-B-3

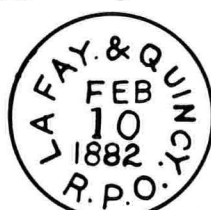


567-I-1

E



574-A-2



577-G-4



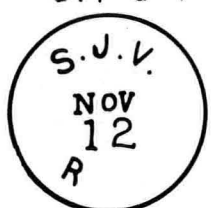
577-H-1



579-C-1



620-C-2



625-C-1



630-A-2



691-S-4

Plate XXVIII



697-E-1



691-P-1



691-Q-1

W

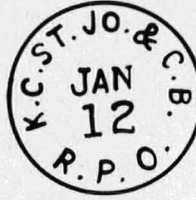
N



719-C-1



753-S-4



762-C-1



793-D-1



837-N-1

S



866-D-2



871-E-1



871-F-1



908-D-1



911-K-1



911-K-2

UNION
RAIL
DEC
2
1883
BIG SPRING, NEB.

932-S-5



936-C-1

L



965-A-1

*File in
Oct
31/81*



T-20

T-19

305-T-3 reported WYD 1885.

746-D-1 reported WYD 1884.

983-C-1 reported with center slug, used in 1873.

Addenda—Plate XXVII

Vermont

35-Q-1, 26 black, Sixties. 20. (New Haven & Bellows Falls).

Massachusetts

54-J-2, 25½ black, Banknote. 4. (Boston & Willimantic).

New York

114-S-8, 30 blue, WYD 1869. 8.

Pennsylvania

181-B-1, 25½ blue, 1879. 6. (Hazelton & Sunbury).

190-H-1, 30½ black, WYD 1863. 10. (Philadelphia & Reading). Usage uncertain.

192-C-1, 25½ black, Eighties. 5. (Williamsport & Port Clinton). (Complete tracing).

204-S-1, Fancy shield, blue, WYD 1880. 8. (West Chester & Philadelphia).

Maryland

273-S-11, 34½ x 25½ oval, black, WYD 1860. 40. (Winchester & Potomac).

Northern West Virginia

278-S-4, 34½ x 25½ oval, black, WYD 1861. 30. (Baltimore & Ohio).

South Carolina

336-B-2, manuscript, WYD 1855. 5. (South Carolina R.R.).

336-B-3, manuscript, 1855. 5.

Texas

485-S-1, 31-20½ D. Circle, blue, WYD 1882. 8. (International & Great Northern).

Ohio

567-I-1, 26½ black, 1886. 3, E killer. (Sandusky, Newark & Wheeling).

574-A-2, 26½ black, Banknote. 5. (Columbus & Portsmouth).

577-G-4, 26½ black, WYD 1882. 3. (Lafayette & Quincy).

577-H-1, 27 black, 1881. 3. (Lafayette & Quincy).

579-C-1, 26½ magenta, Banknote. 12. (Canal Dover & Marietta).

Michigan

620-C-2, 26 black, Banknote. 5. (Kalamazoo & Cincinnati).

625-C-1, 25½ black, 1873. Partial. 16. (St. Joseph Valley).

630-A-2, 26 blue, 1877. 3. (Ishpeming & Fort Howard).

Illinois

691-S-4, Fancy rectangle, blue, WYD 1880. 10. (Chicago & Northwestern) Possible corner card usage.

Plate XXVIII

Illinois

691-P-1, 27 black, WYD 1886. 2, W killer. (Cedar Rapids & Council Bluffs Day).

691-Q-1, 27½ black, WYD 1886. 2, W killer. (Cedar Rapids & Council Bluffs Night Line).

697-E-1, 25½ blue, Eighties. 4. (Peoria & Burlington).

719-C-1, 27½ black, WYD 1885. 5. (Gilman & Springfield).

Iowa

753-S-4, 32-21½ x 30-19½ D. Oval, blue, WYD 1877. 7. (Chicago, Milwaukee & St. Paul).

762-C-1, 25½ black, Banknote. 3. (Kansas City, St. Joseph & Council Bluffs).

793-D-1, 27½ black, WYD 1884. 6. (Muscatine & Montezuma).

Wisconsin

837-N-1, 26 black, Banknote. S killer. 4. (Portage City & Chicago Day).

Minnesota

866-D-2, 27 blue, WYD 1881. 8.

871-E-1, 27 black, WYD 1884. 5. (Minneapolis & Millbank).

871-F-1, 25 black, Banknote. 15. (Hastings & Dakota).

Kansas

908-D-1, 27 black, WYD 1885. 6. (Atchison & Lenora).

911-K-1, 27 black, WYD 1885. 5. (Albuquerque & El Paso).

911-K-2, 27 black, WYD 1886. 5.

(Continued on page 41)

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.

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

SOME NEW LIGHT UPON THE NEGOTIATION OF THE U.S.-FRENCH CONVENTION OF 2 MARCH 1857

GEORGE E. HARGEST

From Mr. Tracy W. Simpson, RA 5, and former editor of the *Chronicle*, I received the following copy of an article that appeared in the *New York Daily Tribune*, Monday, January 12, 1857. Since I had available to me a complete file of the *New York Daily Tribune*, I can offer no excuse for not finding it at the time I wrote my book, "The History of Letter Post Communication Between the United States and Europe, 1845-1875." It was the very thing I was looking for, and I must have examined the issue of 12 January 1857 without seeing it. It was tucked away between political notices from Washington and a story about the Philharmonic Society. Nevertheless, it represents a *sloppy* piece of research on my part. Following is the text of this news item:

As yet, the proposed Postal arrangement between France and the United States has not been completed. On the 27th of December Count Sartiges submitted the *projet* of a treaty, containing seventeen articles, which has since then been the subject of several conferences between him and the Postmaster-General. In general terms, it proposes to substitute 15 cents as the rate of postage for each letter of one-quarter of an ounce, transmitted between France and Algeria, and the United States, and *vice versa*, divided as follows:

	cents		cents
United States inland	3	European rate	6
Atlantic sea rate	6		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
Total			15

When conveyed across the Atlantic, either by British or French packet, the expenses thereof to be paid by France, the United States accounting to France at 12 cents per letter; and when conveyed by United States packet, the United States accounting to France at 6 cents per letter. On a letter, therefore, conveyed by British packet via England, the division is understood to be as follows:

	cents		cents
United States inland	3	British transit	3
Sea	6	French inland	3
Total			<hr style="width: 50%; margin-left: auto; margin-right: 0;"/> 15

If conveyed by United States packet, via England, as follows:

	cents		cents
United States inland	3	British inland	3
Sea	6	French inland	3
Total			<hr style="width: 50%; margin-left: auto; margin-right: 0;"/> 15

If conveyed to or from France direct by United States packet, as follows:

United States inland	3 cents
Sea	6 cents
French inland	6 cents
Total	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/> 15 cents

The last division is regarded as objectionable by the Postmaster-General, and he proposes a modification to this effect: When the letter is conveyed to or from France direct by United States packet, the division shall be as follows:

French inland and sea	12 cents
United States inland	3 cents
Total	<u>15 cents</u>

The foregoing is the material point of difference between the two Governments, and will probably be accommodated, as France is about putting on a new line of steamers between Havre and New York. Objection is also taken against the suggested mode of extinguishing balances, by which France claims payment at the rate of five francs thirty centimes to the dollar. On our side it is proposed to settle these balances on a par basis, and to divide equally any premiums or discounts in the settlements between the two countries.

The Postmaster-General also insists that Philadelphia shall be incorporated as one of the exchange offices on an equality with New-York and Boston. Exception was taken to the limitation of a quarter of an ounce as the weight, the Postmaster-General desiring the adoption of half an ounce as the one to which our people are more accustomed. This point, was however, yielded for other considerations, and the thin paper used in France and on the Continent will probably be much adopted in American correspondence with foreign countries. Count Sartiges has substantially agreed to recommend these modifications, and they will go out by the first steamer. No serious difficulty or delay is now apprehended on either side, and the arrangement will be closed before the exodus of the Administration, furnishing an important contribution to the commercial intercourse between the United States and France, and such countries as the postal arrangements of the latter are connected with.

The timing of this *projet* of the French for a postal convention is important. The Anglo-French treaty was signed on 24 September 1856, ratifications were exchanged at Paris on 19 November 1856,¹ and the *projet* was presented on 27 December 1856. Since it would have required two weeks for it to be conveyed across the Atlantic, the French must have been working on the details of the proposal before the ratifications were exchanged. The French were aware of the fact that Postmaster General Campbell was anxious to conclude a convention with France before he left office on 3 March 1857 and time was a factor which favored the French. If the French had demanded that their domestic rate of 20 centimes for a 7½ grams letter be included in the convention, it would have made French inland postage 4c, while U.S. inland was only 3c per single rate. It is doubtful that the Postmaster General could have agreed to this arrangement, or whether the President would have supported him if he had agreed. On the other hand, France could not easily make the postage on foreign letters cheaper in France than it was on domestic letters. Since the rates were based upon those included in the Anglo-French treaty of 1856, France had to pay England for all mail passing in transit through that country. Cleverly, the French raised the transit rate by one cent more than it cost them, and accepted an inland postage of one cent less than their domestic rate. Regardless of how the division was stated, France received four cents on each letter sent, via England. While the table presented on page 74 of my book² shows the amounts paid to England for transit postage, and the amounts received by France, this is evidently not the division understood to exist by the Americans.

If I had seen this news item before I wrote Chapter 4 of my book, what changes would I have made? Did the United States have knowledge of, or understand, the transit provision included in the Anglo-French treaty of 1856 as stated in Article XXI?³ There is evidence that they did not. Chapter III deals with the long struggle between the United States and England over the transit rate to France, which the United States demanded the British reduce. This transit rate was reduced from one shilling to 40 centimes per ounce on 1 January 1857, and yet the United States did not accept the closed mail provisions of the provisional agreement between France and England, which would have drastically

reduced the postal rate to France. It was assumed in Chapter III that the reason for the failure of the United States to do so was because negotiations for a U.S.-French convention were nearing completion. This news item indicates that negotiations between the Post Offices of the two countries were not being carried on, and the *projet* sent to Count Sartiges, who was French minister to the United States, was sent through diplomatic channels and not between the Post Offices. If the United States Post Office Department had knowledge of Article XXI of the Anglo-French treaty of 1856, why did they not prepare to accept the provisional agreement between France and Great Britain as soon as the ratifications were exchanged on 19 November 1856, something they had promised to do if the British transit rate were reduced? They had no knowledge that a *projet* for a treaty would be forthcoming in December. It is not unlikely that the United States Post Office Department did not know what the transit rate between France and England was at the time the U.S.-French convention was signed. Although the convention itself stated only gross debits and credits to be made on letters by each route, France must have disclosed that the transit rate was on the basis of bulk weight and amounted to about three cents. Or, did the Post Office Department know the transit rate, and Postmaster General Campbell decided to accept the offer in order to conclude the convention? One thing is now certain; it was the French who suggested a division that included a three cent British transit rate. It was not postal historians who deduced it. It was also the French who demanded that the accounting be on the basis of the individual letter, instead of accounting on the basis of the bulk weight of closed mail. This insured them of a return of four cents per letter. The French probably did not expect the United States to accept the direct mail division of six cents for sea postage and a French inland of six cents. But Postmaster General did allow France a total of 12 cents for French inland and sea postage.

At the time the convention was signed on 2 March 1857, just one day before Postmaster General Campbell left office, it could not be foreseen how important these divisions of the rates were to become. After 14 June 1858, American vessels were paid the U.S. sea and inland postages accruing on the letters they conveyed, while foreign vessels were paid the sea postage only. In the convention, 12 cents was also allotted for United States sea and inland postage for vessels plying directly between New York and France. Thus, the Vanderbilt, Havre, and other direct U.S. lines received 12 cents per quarter ounce for conveying the direct mail. This kept the Vanderbilt line on the run to Havre long after it ceased to run on the less profitable run to Bremen.

This news item also shows that the direct rate was the last to be negotiated, when it had been assumed to be the first agreed upon. Although Postmaster General Campbell objected to the settlement of balances on the basis of five francs, thirty centimes to the dollar, Article XVI of the convention gives these amounts as the basis upon which the United States would settle accounts with France. The French won this point also. The news item is in error on the division of mail by United States packet, via England. It is stated that British *inland* postage is 3 cents. Since all mail, via England, was closed through England, and Great Britain was not a party to the U.S.-French convention, Great Britain could not charge or receive an inland postage; they did charge and receive a transit postage.

Since the *projet* submitted by Count Sartiges and the completed convention both contain seventeen Articles, it does not appear that many changes were made in the original text. The divisions were *understood* to be as presented in the news item, but whose understanding was it? Was it as Count Sartiges explained it, or was it the way Postmaster General Campbell presented it to the *New York Daily Tribune*?

Footnotes

¹ *British and Foreign State Papers*, vol. XLVI, p. 195.

² Hargest, George E., *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 74.

³ *Ibid.*, p. 64.

DIRECT RATE COVER TO GERMANY DURING JULY, 1870

Mr. Walter Hubbard of London, RA 479, has submitted the cover illustrated as Figures 1 and 1A. This letter was posted in Boston on 18 July 1870, and the mails were made up at Boston on the same day for a sailing from New York of a ship of the Hamburg-American line on 19 July 1870. In my book, "The History of Letter Post Communication Between the United States and Europe, 1845-1875," on page 154, when discussing the suspension of sailings of the German lines during the Franco-Prussian War, it is stated: "The Hamburg-American line, after 1 July 1870, had sailings scheduled on 5, 12, and 19 July, the first two of which were probably made, and possibly the last." This cover proves that the last sailing was made, and it was the final trip before the services of the German lines were suspended because of the War.

The cover is prepaid 7 cents by 1c and 6c (Nationals, ungrilled) stamps issued in 1870. It bears a BOSTON PAID ALL/DIRECT marking dated 18



Figure 1. (Front), and Figure 1A (Reverse) The seven cent direct rate to Germany used during July 1870.

July, and was addressed to "Miss Ruth Burrage/Care of Messrs. Robert Thode & Co./Dresden/Saxony." The letter was forwarded, "Poste Restante/St. Maurice/Engadin." There is a town named "St. Maurice" in the western part of Switzerland, on the Rhone River, a few miles south of Lake Geneva, but "Engadin" in the address indicated that it was intended for St. Moritz, or, more properly, Sankt Moritz (German), which Webster's Geographical Dictionary, p. 980, states was "on the Inn river in upper Engadin 28 m. SSE of Chur."

On figure 1A is a double circle BRIEFP. AUSGABE/4 VIII marking with VII½ in center. This was applied when the ship arrived and means letter distribution office, August 4, and, evidently, 7½ a.m. The letter was forwarded to Dresden on the same day. There is a Dresden marking on the face, applied at the time of arrival, but unreadable. The letter was forwarded from the Dresden office on 4 August 1870 (marking on Figure 1A) to the office at Chur, where it arrived on 7 August 1870 (Chur marking on Figure 1A). It was forwarded by a railway post office to St. Moritz, where it arrived on 8 August 1870.

This editor has seen a cover to Germany franked with 7 cents in stamps of the 1869 issue and bearing a July marking. At the time, however, there was no way known to him of determining whether the use was 1870 or 1871. This is the only cover at the 7 cent direct rate to Germany, whose use during 1870 is authenticated by its markings, which has been seen by this editor.

A 1 FRANC 40 CENTIMES PREPAID RATE VIA BRITISH MAIL FROM BEYROUTH

LESTER L. DOWNING

This cover originated at Beyrouth, Syria, December 11, 1873. It was prepaid by an 80 centimes and two 30 centimes stamps of the Ceres issue of 1871 and was addressed to West Philadelphia. The stamps were struck with the Beyrouth "5082" cancellation in a dotted diamond. On the back of the cover is a blue marking, "PARIS/6E 23/DE/73/ETRANGER" and on the front is the red French "PD" in a rectangle and also the red London Foreign Office marking, "LONDON/H/PAID/A/24 DE 73" and the London red "2/CENTS", the British credit to the U.S. for its internal.

From Raymond Salles Book Vol. II, Page 303, is the table which shows the routes and sailings of the different French steamers carrying the French Mail and calling at Beyrouth. The table shows that the SS "TIBRE" called at Beyrouth, Jaffa and Port Said and then sailed from Alexandria on December 16th and arrived at Marseilles December 23rd. This would allow the letter to arrive in Paris on the same day as shown by the backstamp on the cover.

The U.S. Mail & Post Office Assistant for the period from January 1, 1870 to July 1874 shows no rate by British mail from the U.S. to Beyrouth. It will be recalled that this was the period when there was no postal arrangement between the U.S. and the French Post Office Departments. Any prepaid mail to or from France and her colonies or postal agencies had to be sent via Great Britain. George Hargest has informed the writer that a prepaid rate was available by British mail via Great Britain and through France with the French colonies and the French postal agencies. This was available by the terms of two treaties: #1, the U.S.-Great Britain Treaty of January 1, 1869 and the additional articles of January 1, 1870 which provided that U.S. citizens would pay the same rate as the inhabitants of Great Britain paid to foreign countries, (*Vol. 16, U.S. Statutes-at-Large*, 862); and #2, the additional Convention between Great Britain and France, effective July 1, 1870, which established a rate of 60 centimes per 10 grams for every prepaid letter addressed to or from Great Britain. The 60 centimes equates to 12 cents, to which was added the 2 cents for the Atlantic carriage plus 2 cents for the U.S. Internal, thus making a rate of 16 cents. The British Internal was included in the 60 centimes through France. This appears in

the British & Foreign State Papers, Vol. 59, page 20. Whether the U.S. Postmaster General knew of this available rate is not known but at any rate he did not make the rate available to the U.S. public.

The writer showed the cover to Mr. Robson Lowe, who kindly offered the help of his staff to authenticate this rate but was unable to come with the needed information. Robson Lowe then sent a photo of this cover to Raymond Salles in Paris who gave the following information, "That the rates of the French Post Offices in the Levant from the 1st of July, 1871, Versailles Decree of 25th May 1871, were 1 Franc 40 centimes for the U.S." and that the cover is correctly franked. This would be on the basis of 10 grams a single rate.

Apparently there was very little, if any, efforts between the two Departments to keep the other informed or changes in the rates due to the absence of any Postal Arrangement between them. It therefore, appears that the 1 Franc 40 centimes per 10 grams was a proper prepaid rate from Beyrouth, via France and Great Britain, to the U.S. until the Second U.S.-French Treaty became effective on August 1, 1874.

AN EARLY "THREE MONTHS PERIOD" COVER

Mr. Ralph C. Poriss, RA 1191, reports the cover illustrated as Figure 2. This cover was posted in New Orleans on 8 December 1856, addressed to Marseilles, and endorsed, probably at the New Orleans postoffice, "P. Arabia." *Arabia* sailed from Boston on 17 December 1856. Ordinarily, nine days have been sufficient transit time for a letter from New Orleans to reach Boston, but in this instance, it apparently was not sufficient. The letter was sent to New York, whence it was forwarded by the *Africa* which sailed from there on 24 December 1856 and arrived in Liverpool on 6 January 1857.



Figure 2. The earliest use on mail from the United States of the markings required by the Anglo-French treaty of 1856 on letters by British packet.

The Anglo-French treaty of 24 September 1856 came into operation on 1 January 1857. The British packet rate was reduced from 13 to 8 decimes, and the unpaid letter "currency" rate marking "GB/1F60C" was to be applied in black.¹ This letter was forwarded from Liverpool, London and Dover, and thence to the ambulant postoffice, Calais to Paris, where it arrived also on 6 January 1857 (ETATS-UNIS PAQ. BRIT./A. CALAIS M marking on face). Since this was in

the first British packet mail to arrive in France after the treaty became effective, it is an example of a cover showing the first use of the "GB/IF 60C" marking and 8 decimes due on a British packet letter.

Footnote

¹ Hargest, George E., *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 64.

COVERS SHOWING LARGE NUMERICAL CREDIT "6" ON INTER-TREATY MAIL TO FRANCE

Capt. Duane P. Ulrich, RA 1219, reports two covers from New Orleans to France, one dated 16 November 1870 and the other 17 February 1871, and each bearing the New York large numeral "6" credit as illustrated in Figure 111, p. 174, of George E. Hargest, "The History of Letter Post Communication Between the United States and Europe, 1845-1875." Both of the covers are franked with a 10c National (Scott No. 150). Both of these covers were used during the period in which the rate was unannounced, i.e., from late June 1870 to November 1871, and indicate that the large "6" was used at least as late as February 1871.

ERRATA

In Hargest, George E., *History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 207, in the rate table under Norway: P.C.M. 5/63 should be 44/46u, instead of 42/44u.

A number of years ago, both Mr. Downing and Mr. Schuh kindly loaned this editor a number of covers for use in his book and for the *Chronicle*. Some of them were not used in either until the last issue of the *Chronicle*, No. 72. Figure 2 on page 214 was attributed to Mr. Downing and should have been attributed to Mr. Schuh. Mr. Schuh also states my data was incorrect. The cover bears a BOSTON BR. PKT/AUG 27 marking on its reverse, as well as a London marking dated 8 September 1856. The *Canada* sailed from Boston on 27 August 1856. The remaining analysis of the cover is correct.

Chronicle No. 72, p. 213. The second sentence of the last paragraph should read: "The earliest NEW-YORK/d/AM. PACKET marking seen by this editor bears the date of 2 September 1852."

RAILROAD POSTMARKS (continued from page 34)

Nebraska

932-S-5, Six straight Lines, blue, partial, WYD 1883. 20. Union (Pacific) Rail (Road).
936-C-1, 26 black, 1879. L killer. 7. (L. L. Langtry, Agent).

New Mexico and Arizona Territory

Catalog Route 965: Benson & Nogales, A.T. NEW MEXICO & ARIZONA R.R.
Route Agents: 1883-Benson-Isaacson, A.T. 2 clerks; 1884-Benson-Nogales, A.T. 2 clerks ((88 miles).
Markings: 965-A-1, 27 black, Eighties. 12.

Tentative Listings

Markings placed in this section have not been definitely identified. Collectors are urged to submit examples with definite origination shown.

T-19, manuscript, WYD 1871. 12.

Addressed to Washington, D.C. Railroad name cannot be deciphered by your editor.

T-20, 25½ black, Banknote. 14.

Two examples known. Both concern shipments of potatoes to New York City. Interpretations range from Columbia Branch, Philadelphia & Harrisburg R.R. to Camden, Burlington, Pemberton & Highstown R.R.

Editor's note: In *Chronicle* No. 72 descriptions for Plates XXV and XXVI were published but the plates themselves, which somehow disappeared, were not included. They will appear in the next issue. Meanwhile, apologies for the error.

S. M. McD.

1847-1869 ISSUES

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 72

The letter shown in the November *Chronicle* was a Confederate use with a 2c stamp and a "10" due marking. This cover provoked a good deal of comment and speculation. Theories ranged from an opinion that the cover might be fraudulent to suggestions that the 2c stamp was intended to pay a carrier, ship, or way fee. Those who offered solutions or provided information in letters or conversation are Charles Kilbourne, Dick Graham, Cal Hahn, Les Downing, Henry Spelman, Scott Gallagher, and Mel Schuh. From these discussions two main hypotheses emerged and, since it is not certain which, if either, is correct, both will be outlined.

The simpler and more straightforward explanation is that the sender mailed the cover, which was letter mail and not a printed circular, prepaid with the 2c stamp at the drop letter rate, from Blakely to Mobile. The postal authorities did not recognize a drop letter rate between these points. Since the proper rate in 1864 for a single letter was 10 cents, the letter was considered unpaid and rated 10 cents due.

The question has been raised whether Confederate postal regulations specified that partial payment was not allowed, as appears to be the case here, or whether the 2c stamp should have been credited and the letter rated 8 cents due. One suggestion is that the amount due had to be 10 cents because lack of small coins made 8 cents impossible to collect. Other students of the Confederate postal system are certain that partial payments were not accepted. I have not been able to verify the exact regulations on this point from the few Confederate sources available to me.

Other covers exist showing a 10 cent rate from Blakely to Mobile, according to Charles Kilbourne who discussed the cover at some length with me at Anphilex. The sender of this letter may wrongly have assumed, because of the proximity of the two places, that only a local rate was necessary. A two cent rate was allowed from Charleston to Fort Johnson on James Island in Charleston Harbor (see Ashbrook's *Special Service*, pp. 154-6, 158, 167-8, and 174), so that there was some justification for this belief, especially if the writer was a soldier newly arrived at Fort Blakely. Mr. Kilbourne states that a large correspondence to Miss Lillie Marshall is extant and shows many different origins.

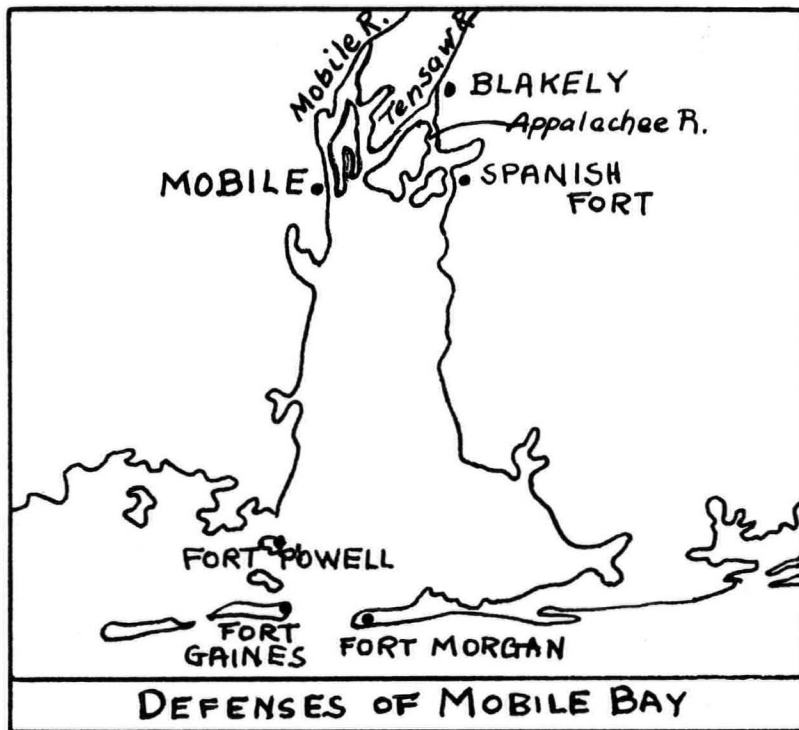
The second possibility is that the cover was a steamboat letter with only the 2c fee for a non-contract steamboat being paid by the stamp, leaving the balance of 10c postage due. The similarity of the ink of the postmark and the "10" marking suggest that the due marking could have been applied at Blakely. It would be helpful to know whether Mobile used such a "10" handstamp.

According to information supplied by Les Downing, the mail route during the Eastern Express period was by steamer between Blakely and Mobile. He also states that the PMG report for 1860 mentions a mail contract from Stockton to Mobile by steamboat. Stockton is about 20 miles upriver from Blakely. Of course, if this contract was continued under the Confederate Post Office, no steamboat fee would have been involved and only a 10c rate would have applied.

The rates enacted by the First Provisional Congress of the Confederacy on Feb. 23, 1861, did not specify rates for ship, steamboat, and way letters, but the same Congress appropriated \$5,000 to cover such letters during the first fiscal year (Dietz, *Postal Service of the Confederate States of America*, p. 366), and the Second Congress appropriated \$771.41 for the period July 1-Dec. 31,

1864, and to cover a previous deficit (*ibid.*, p. 434). The rates for Confederate ship, steamboat, and way letters were the same (2c, 2c, 1c) as those charged by the Federal Post Office. I appreciate Scott Gallagher's help in looking up these facts and bringing them to my attention.

If the letter originated somewhere other than Blakely and was turned in to the post office there from a non-contract steamboat, it should have received a "STEAM" marking to show its origin and justify the extra two cents. But such markings were sometimes omitted where the fee was prepaid. If this is the case, the Blakely postmark and the "10" were struck at the Blakely post office when the letter was handed in. Except for the absence of a "STEAM" marking, this explanation accounts for all the facts.



It is also possible that the letter originated at or near Blakely and that the sender used the 2c stamp in expectation that a friend would carry the letter by hand to Mobile to be deposited in the post office there as a drop letter, or would entrust it to the clerk on a non-contract vessel. Instead, the letter was mailed at the Blakely post office for some reason—perhaps the steamer failed to sail as expected.

If this is truly a steamboat letter, with 12c the correct postage, why the entire postage was not prepaid is still puzzling; either the sender did not have stamps available or was ignorant of the correct rate. I doubt that a more certain solution can be reached unless the origin of the letter can be established and the place of use of the "10" marking positively identified. As the map shows, the likeliest route from Blakely to Mobile was by water.

Although Blakely does not appear on present-day maps of Alabama, it was once a place of some importance. The post office there operated from the early nineteenth century. A post route from Mobile to Blakely was established in 1818 and postmarks are recorded from 1819, according to *The American Stampless Cover Catalog*. The name was also spelled "Blakeley." Blakely does not appear to have been connected by rail to Mobile at the time of the Civil War, but

at some later date was a station on the line between Montgomery and Mobile (see diagram on p. 154 of the Towle-Meyer *Catalog*). During the Civil War period a coach service was operating from Mobile to Blakely as indicated by the diary excerpts quoted in Dick Graham's article, "Federal Occupation of Florida," *Chronicle* 71:134.

The exact location of Blakely has been difficult to pinpoint. The large island just east of mainland Mobile and forming the east bank of the Mobile River is presently called Blakeley Island. Blakely itself was located still farther east, at the junction of the Tensaw and Appalachee Rivers.

I am obliged to Dick Graham for the information in the accompanying sketch map, which represents a composite adapted from several sources: D. D. Porter, *Naval History of the Civil War*, 1886, p. 566; J. H. Scruggs, *Alabama Post Roads*; Frank R. Donovan, *Ironclads of the Civil War*, 1964, p. 135; Thomas Yose-loff, *Battles and Leaders of the Civil War*, 1956 reprint, IV, 411; Edgar S. Maclay, *History of the Navy*, 1893, II, 398 (facing). Map excerpts furnished by Scott Gallagher from the 1855 Colton *Atlas* and the 1865 U. S. Corps of Engineers maps confirm the positions shown.

During the Civil War Blakely's chief prominence was due to the presence of Fort Blakely, which was one of the Confederate fortifications involved in the defense of Mobile. Since none of the maps consulted shows a separate location for the fort, it is assumed that it was adjacent to the town. When Union naval forces under Admiral Farragut were victorious in the Battle of Mobile Bay in August 1864 the principal forts, Fort Morgan and Fort Gaines, guarding the narrow channel between Mobile Bay and the Gulf of Mexico, surrendered. This action meant that the Confederacy lost access to the port of Mobile from the sea, but the city itself remained in Confederate hands. Fort Blakely and nearby Spanish Fort did not fall until April 1865, after a 25 day siege. Federal troops entered Mobile on April 12, 1865.

TWO BOGUS CONFEDERATE COVERS

Pat Herst has generously furnished several fake covers for illustration. These are items which he has culled from collections which have passed through his hands, or, in some cases, which he has purchased from collectors in order to take them out of circulation.

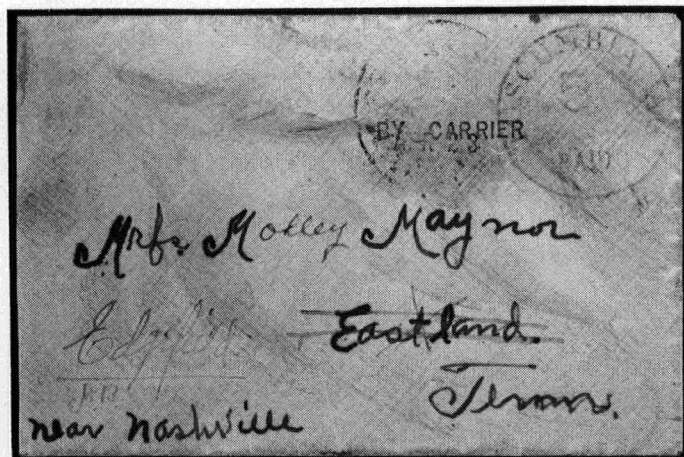


Figure 1.

The two shown in this issue are rather blatant examples of Confederate phonys, which Pat describes as "beauts." The stampless envelope (Figure 1) is an unconvincing imitation of the Tuscumbia, Ala., provisional and should not deceive anyone who compares it with an illustration of the original as shown in

Dietz's *Confederate States Catalog*, p. 115, or Scott's *United States, Specialized*. The numeral "5" is the wrong size and shape; the "PAID" differs from the original; and the letters of the town name are too close to the circle. In addition the envelope is a poor quality recent dime-store type, and the ink of the address seems to be a peculiar mixture of red and black. Note also the misguided attempt to render "Mrs." in old-fashioned handwriting.

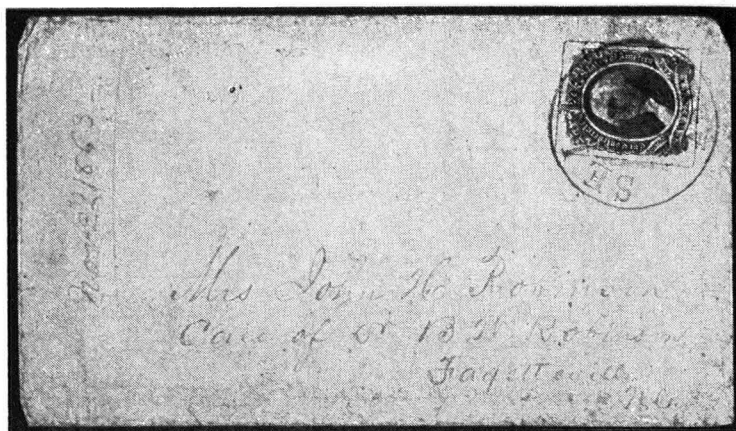


Figure 2.

The second cover (Figure 2) is more deceptive and dangerous. The 20c green stamp of 1863 is nicely tied by a strike of "SELMA ALA. NOV 22" in black. This postmark is illustrated in the "Fake and Counterfeit" section of Dietz (p. 272): "Several covers have been seen bearing the canceller here illustrated. Selma used no postmark of this type during the Civil War." All examples show the "NOV 22" date. The postmark ink is a rather dull off-black typical of stamp pad ink used with rubber stamps. The envelope has been carefully docketed "Nov. 22 1863" to lend conviction. The difference in value between an unused 20c and one used on cover provides ample incentive for such efforts.

PROBLEM COVER FOR THIS ISSUE



The puzzling cover shown here is a folded letter from Batavia, New York, to Banbury, England. It is postmarked "BATAVIA N. Y. NOV 10" (1848) and the 10c 1847 stamp is tied by the common 7-bar grid. Both the postmark and can-

cellation are in red. The "8" marking on the face of the cover is in black. There are additional markings on the back; to describe them in detail would reveal the solution, so I will say only that they were applied in England. The astute reader may be able to deduce them.

What additional markings would you expect to find on the reverse of this cover?

What is the meaning of the "8" handstamp? Where was it applied? Why?

What very unusual use of an 1847 stamp is involved? What circumstances made such use necessary?

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CLASSICS member needs help!! Background info, data, etc. concerning U. S. P. O. SEALS urgently needed. Write: Seymour Kazman, 2 Skelmor Crescent, Don Mills, Ont., Canada.

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