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of the U.S. Classic Postal Issues

May 1972

Volume 24, No. 2

Whole No. 74

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THE EDITOR'S PAGE

On the opposite page is a photograph of the new Stanley B. Ashbrook Award, which has been donated to the Classics Society by Raymond and Roger Weill. This antique masterpiece in silver-gilt is a fine example of the silversmith's art in late eighteenth century France. It was designed and executed to serve as a conserve jar in 1788 by Francois Joubert, silversmith to Louis XVI. It consists of an elaborately chased and engraved bowl and cover in a decorated saucer-like stand.

This magnificent collector's piece, featured in a Parke-Bernet auction last fall, has been mounted on a dark oak base which enhances the beauty of the gilt silver. The names of the award and of the donors are inscribed on a silver plate attached to the base, as the picture shows. Names of recipients will be engraved on similar plates around the base.

The new Ashbrook trophy will be on permanent display at the recently opened headquarters at Cabeen House of the Collectors Club of Chicago, who have graciously consented to be custodians of the award. We are all grateful to Raymond and Roger Weill, who also donated the original Ashbrook cup, for their munificent gift.

COLONIAL AMERICA RESEARCH PROJECT

This is an appeal to *Chronicle* readers to assist in the Colonial Postal History project which is being undertaken for the Bicentennial. You may already have read about the plans in the December 1971 *American Philatelist*. The project's goal is the publication of a comprehensive study of the posts in Colonial America. The period covered is from the earliest settlements until about 1790, or the date the various colonies became states. Canadian material will be included through the end of the Revolutionary War. Records will be made of covers with manuscript markings, and those carried outside the mails, as well as covers with handstamped markings. In the first phase, research will be directed to finding and recording (1) all existing colonial covers, (2) all existing literature on colonial postal history, (3) new or previously unpublished information on postal operations in the Colonial period.

Alex ter Braake, whose zeal and scholarship in the postal history field are well known, is coordinator of the project and is maintaining files and a card index system on all items reported. His address is 713 Canterbury Drive, Charleston, West Virginia 25314.

Your help is solicited in reporting items in your collection or in other private collections, and sending xeroxes of covers, and contents where pertinent, to Mr. ter Braake. But you do not have to own such material to assist. If you live in an area where there are museums, libraries, universities, or government agencies whose collections or archives may contain colonial letters or related material, you may make a major contribution by searching there and reporting your finds. Mr. ter Braake has excellent detailed suggestions for this research; if you are able to help, please write to him.

PHILADELPHIA: SPECIAL ISSUE

The Chronicle is planning its own participation in the bicentennial celebration and the concurrent international philatelic exhibition to be held at Philadelphia in 1976. Most of you will recall the special edition of the *Chronicle* in May 1966 on the occasion of Sipex. That issue, under the editorship of George E. Hargest, was devoted to the postal history of Washington and the District of Columbia. We intend to undertake a similar feature for Philadelphia in 1976.



The New Ashbrook Cup
(photo by Adrien Boutrelle)

The projected special issue will survey all important aspects of the postal history and postal markings of Philadelphia, with particular emphasis on the classics period. Cooperation of philatelists with extensive collections of Philadelphia material and with specialized knowledge of different facets and periods of Philadelphia postal history will be essential to success. If you can help in any respect, please advise the appropriate section editor or the editor-in-chief. An early start will insure a comprehensive and coordinated result. Don't put it off—it's later than you think.

REVIEW: A VALUABLE BOOK ON THE SANTA FE TRAIL

David L. Jarrett

First Mail West by Professor Morris F. Taylor is a scholarly, definitive, 253 page hardbound book on the postal history of the Santa Fe Trail. It deals primarily with the Santa Fe Trail in Missouri and in the territories of New Mexico, Colorado, and Kansas. The book is an absolute must for any serious collector of territorial or western covers or the postal historian.

The book starts off with a discussion on the freighting and mail communications of the New Mexico preterritorial years, 1846-1850. It then devotes various chapters to the 1850 decade, discussing the mail contractors, Indian problems, routes of travel, the way stations, and the mode of equipment used. It gives detailed descriptions of events related to the mails that took place at that time.

For the 1860's period, Professor Taylor discusses the postal history related to the Pikes Peak gold rush, the Civil War, military mail, Barlow & Sanderson's Southern Overland Mail and Express Company (of which a beautiful cover is illustrated), the little known Denver and Santa Fe Stage Line (also illustrated by a perhaps unique cover), Holliday's Overland Mail, and the great Indian wars. He elaborates on the mail contractors and their associates.

The final chapters are devoted to the decade of the 1870's. Here Professor Taylor writes how the advancing railroads made inroads on the freighting and mail carrying business of the Santa Fe Trail and finally took over such activity. Railroad buffs should find these chapters interesting.

At the end of the book there are over forty pages of detailed footnotes, well supporting the text. The bibliography is another ten pages long, and the index is sixteen pages. These supplements should prove invaluable to collectors and postal historians who want to locate good reference sources for a particular project. For instance, the information presented in the book can often allow one to document a particular cover. A collector can frequently learn what route a certain postmarked cover traveled, the delays caused by Indians and weather and other information not otherwise readily available.

The book is available for \$10.00 from the publishers, the University of New Mexico Press, Albuquerque, New Mexico. It is well worth it in this reviewer's opinion.

(Note: Mr. Jarrett prepared this review last fall shortly after *First Mail West* was published, but its appearance in *The Chronicle* has inadvertently been delayed till now. Its relevance and interest, however, have not been diminished. S. M. McD.)

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

THE 1847-51 PERIOD

CREIGHTON C. HART, Editor

A 2nd DAY 1847 COVER

Creighton C. Hart

For the past 50 years a 10c 1847 cover from New York posted on July 9, 1847, was the earliest known cover bearing a copy of our first issue. This choice cover graced the Judge Emerson collection for many years and has been illustrated numerous times as the earliest known 1847 usage. About ten years ago a 5c cover postmarked July 7, 1847, sold at auction, advancing the earliest date by two days. Even though this became the earliest known '47 cover it did not create special attention because the 5c stamp has a vertical crease and a scuffed corner.

In the March 4th, 1972, issue of *Stamps*, J. David Baker reports the recent discovery of a 10c 1847 cover postmarked July 2, 1847, from New York City. In that interesting article Baker tells how Harry Mark discovered the cover in a law book at his office in Indianapolis. The purpose of this article is to add to what Baker wrote and as the 1847 Section Editor give my opinions why it is an important postal history item.

For years it has been known that the official record book now in Washington showed that only New York City received a supply of our first issue on July 1, 1847. It has been assumed that the stamps were shipped from Washington on July 1st and many students in the past have questioned whether the '47 stamps could have been shipped, received and placed on sale in New York on the same day. The Robert Morris letter book is the earliest confirmation we have that the stamps were available and sold as early as July 3rd. The importance of this cover is that it advances the possible date before July 3rd and causes us to reexamine what evidence we have.

The big question is, "Were the stamps available for purchase by the public on July 1st?" That question is explored by Susan McDonald in the article that follows these comments.

Collectors will remember that New Yorkers and the New York Post Office were accustomed to the use of stamps on letters. The New York Postmaster Provisionals had been in use for nearly two years. It seems quite natural that on July 1st the New York Provisionals were removed from the post office and the '47 stamps easily substituted.

The discovery of this July 2nd cover on an urgent legal matter also tends to support the July 1st date. Besides the stamps there is a "10" due marking which means the letter was dropped in the letter chute either after the windows were closed for business or during the day without having its weight checked by a clerk, because it is overweight. The fact that the letter was overweight was not discovered until after it was collected from the chute receptacle.

The pair of stamps plates as 61-62L which we hope means at least 60 10c stamps had been sold previously. These two and the other 60 may have been purchased on July 1st. The lawyers taking the deposition dated June 30th may have realized that the letter might not be ready to mail until after the post office closed on July 1st. They knew that the deposition could be mailed prepaid with stamps after post office hours and could be on its way the first thing the next day, July 2nd. Whether this letter was mailed after hours July 1st or dropped in the mail slot during the day of July 2nd, will never be known. We do know it was not postmarked until July 2nd, the second day of issue.

This recently discovered cover was found in a law book and if a first day cover is ever found it will quite likely be found where it has been safely stored in a book. During the depression years of the 1930's, many covers came to light from old records in court houses that were being rebuilt by the W.P.A. and

from old bank records that were being destroyed because of consolidation, failures or a new building. This source for new finds has pretty well dried up. The most famous 1847 find of the 1930's was at Hagerstown, Maryland and this find will be the subject of an article by Delf Norona in a near future issue of the *Chronicle*.

The pen cancellation on these 10c stamps deserves special notice. The New York Postmaster Provisionals were commonly cancelled with a blue pen. This is the *only* '47 cover I list from the New York Post Office that is *pen* cancelled. Covers with '47 stamps to New York City from elsewhere, and notably from Canada, were sometimes cancelled at New York with this blue ink but this early cover is the only letter originating *at* New York so cancelled. The clerk at this early date may not have received instructions or may not have been clear about how the new government stamps were to be cancelled. To be sure, he cancelled them with both the new 13 bar square grid and the blue ink. The square grid had been put into use very recently because only a few New York Postmasters are known cancelled with this 13 bar grid. The 13 bar grid is the commonest cancellation known on '47 stamps from New York City either on or off cover. This canceller was undoubtedly ordered with the 1847 stamps in mind.

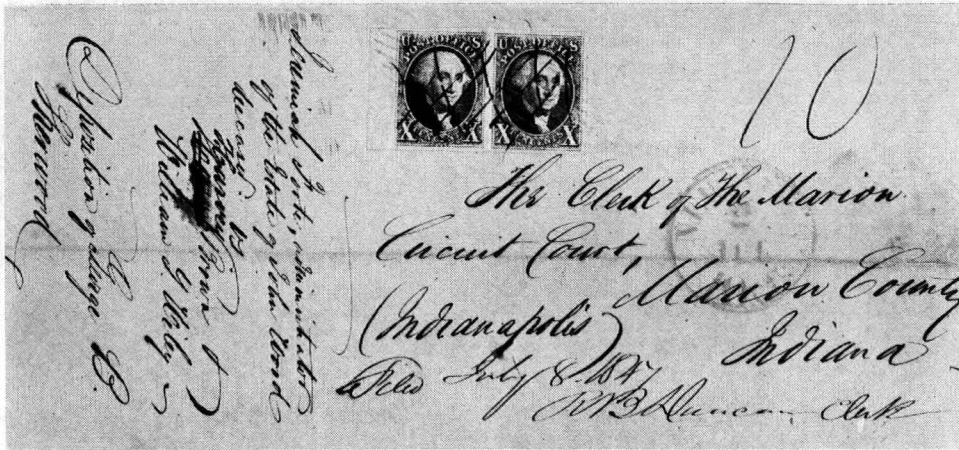


Figure 1. This cover was recently discovered by Harry Mark of Indianapolis. The postmark is July 2, the second day of issue at New York. The cover is a legal size envelope with the stamps cancelled with blue ink and red 13-bar square grids. The photograph has been slightly cropped at both sides because of space limitations.

Only the New York post office had stamps on July 1st but a cover postmarked on the "first day of receipt" from any one of the other major post offices would have an honored place with '47 specialists. The dates for "Day Sent" and "Date of Receipt" in the following tabulation have been taken from the Official Record Book in Washington, D.C. In the last column are earliest known dates from my records. If anyone knows of an earlier usage from any of these five original cities, please write me.

Day Sent	Date of Receipt	Post Office	Earliest Known Cover
July 1, 1847	July 1, 1847	New York	July 2, 1847
July 2, 1847	July 2, 1847	Boston	July 26, 1847
July 7, 1847	July 7, 1847	Philadelphia	July 12, 1847
July 9, 1847	July 9, 1847	Washington	July 15, 1847
July 16, 1847	July 16, 1847	Baltimore	July 25, 1847

For years I have looked unsuccessfully for a *stampless* cover from New York City posted July 1, 1847. Ezra Cole has told me that he has never seen one. Can anyone report such a cover from New York City? There are a few stampless covers posted July 1, 1847 from other cities but none from New York. Perhaps July 1st was a slow business day at the New York Post Office.

Now that there is new evidence to show that '47 stamps were available to the public on July 1st, let's hope that some New Yorker was farsighted enough to mail a letter early enough Thursday, July 1st to have it receive a postmark on that important day. Maybe it will be tucked away in a book somewhere—maybe it will be a 5c cover—maybe it will be on a smaller cover without the pen cancellation—maybe even you will find it. Good luck.

A DAY TO REMEMBER: JULY 1, 1847

Susan M. McDonald

The issuance of a new stamp today is heralded by so much publicity and accompanied by such thorough documentation that the date of issue is an inarguable fact. Even the early issues of countries with orderly and complete records can be dated with exactitude, but scanty information has for many years obscured the date of issue of the United States general stamps of 1847. Several factors have contributed to the lack of definite information. The event may not have seemed as important at the time as it does in retrospect to the present-day philatelist. Somehow, nineteenth century America's instinct for drama, so evident in the greeting accorded the *Britannia's* arrival at Boston in 1840, or the first message sent by telegraph, or the ceremony of the golden spike, was dormant on this occasion. If contemporary accounts took note of the new stamps, the accounts themselves are lost to view.

Official records were long inaccessible, and are still fragmentary and not readily available. The sparseness of official records is in itself discouraging, but an even greater handicap in solving the problem has been the frequent misinterpretation of the few records that do exist. These interpretative errors have been perpetuated because some authorities presented their comments without distinguishing between the facts actually established by the records and the assumptions which they themselves had read into them.

The increasing value placed on "first uses" by collectors today is directly reflected in the marketplace. Therefore, the firm establishment of the date on which 1847 stamps were first sold to the public is highly desirable in the interests of the whole philatelic community. A new effort to this end is a legitimate and responsible function of philatelic scholarship.

Almost all of the foremost writers in the field of classic U. S. philately have offered opinions about the date when the 1847 stamps became available to the public, but many of these theories were based on speculation with little solid evidence or echoed those of previous authors. John K. Tiffany, in 1886, recounted a touching but apocryphal story about the purchase of the first stamps sold (one of each denomination) by a certain Harry Shaw on August 5, 1847.¹ Supposedly Shaw bought the stamps at the Post Office Department in Washington from Cave Johnson, the Postmaster General. The source of this story was an article in the *Hartford Times* of August 5, 1885, based on the personal recollections of Shaw as an old man. John N. Luff, writing in 1902, accepted the date, apparently without question, repeating it and the entire anecdote.² The fact that the Hartford Post Office actually did receive its first supplies on August 5, 1847, simply compounded the confusion. Shaw very likely did buy the first stamps sold at Hartford, and some enterprising reporter tricked out the prosaic tale with fictitious details about Washington and Cave Johnson.

Even after the official record book was brought to light and the information about stamp deliveries during July 1847 made public, there was a tendency on the part of many philatelic writers to discount the information in it. The figures for July 1847 were published in the *Philatelic Gazette* for June 1912. Four years later Dr. Carroll Chase, in his notable study of the 1847 issue published serially in the same journal, was reluctant to accept the July 1 date. He was, however, able to demonstrate the falsity of the August 5 date by the evidence of covers with earlier postmarks. At that time the earliest substantiated cover in the Chase records was one from New York to Louisville dated July 10, 1847.³ In an article written in 1938 Dr. Chase restated his belief that, although July 1 was the official date, "the real date was a week or so later."⁴ Elliott Perry, in *Pat Paragraphs* for

June 1931, mentioned that the stamps were issued early in July without specifying an exact date. Lester G. Brookman cited the official dates for New York and Boston without clarifying his own opinion of them and then went on to repeat details of the discredited Tiffany story.⁵

As time progressed, covers recorded by Chase and later by Stanley B. Ashbrook pushed the date of the earliest known use back earlier and earlier in July. In 1952 Ashbrook, whose approach was usually empirical, wrote:

For example, the 5c and 10c 1847 are listed as having been placed on sale on July 1, 1847, (Thursday), but we lack any actual proof that supplies of either were actually placed on sale on July 1. The Official records show that no supplies of the "forty-sevens" were sent out by the Post Office Department until July 1, 1847, and that the only post office to receive supplies on that date was New York City. Supplies were not sent to any other office on that date. The second shipment was sent to Boston on July 2, 1847. I am assuming these Official records are accurate. Whether or not the New York Postmaster, Robt. H. Morris, actually placed any of the stamps on sale on Thursday, the 1st, we do not know. The earliest known use of an 1847 stamp in the Chase-Ashbrook records is July 7, 1847.⁶

As recently as 1962, Philip Ward Jr. questioned the July 1 date, saying:

While the catalogues, most publications and articles tell us that the stamps were issued on July 1, 1847, this is not in accordance with the facts. From records recently found in the Post Office files, it has been learned that the first shipment from Washington was made to New York on July 1, 1847, and this lot consisted of 190,000 5c and 55,000 10c. They could not have been shipped from Washington on July 1 and reach New York City in time for a July 1 sale.⁷

Unfortunately, this entire statement, as I will prove later, is a misleading hodge-podge of inaccuracies and half-truths.

In the late 1940's, a letter-book of Robert Morris, New York City Postmaster, for the period from June 1847 through February 1848, was found among the effects of the noted philatelic authority and dealer Percy Doane after his death. The letter-book, which thus became available to researchers, is an extremely valuable source of information. In particular, one letter of Morris, dated July 7, 1847, made clear that the 1847 stamps were in use at New York City on July 3. Nothing conclusive, however, could be established about a use earlier than that—until the recent discovery of a cover with a pair of 10c stamps postmarked at New York on July 2, 1847. To me the most important aspect of this newly discovered cover is that it has compelled us to take a fresh look at the evidence. This time it should be an objective and thorough look.

I am now certain—without any qualification whatsoever—that the 1847 stamps were at the New York City Post Office on July 1 in ample time to be sold and used that same day. I cannot yet supply absolute proof (it may no longer be extant) but I shall try to reconstruct the events in logical order and let them speak for themselves. All the elements of the solution have been available to researchers for many years; most of them appeared together in a short book on the activities of the engraving firm of Rawdon, Wright, Hatch and Edson. This book, entitled *Ten Decades Ago*, was written by Winthrop S. Boggs and published in 1949. Some of the same material reappeared in *Postmaster Robert Morris of N. Y.* (1960), a selection of letters from the letter-book of Morris, edited and with a commentary by Boggs.

First, to establish the facts as they appear in contemporary sources, I want to set down the documents in the case. Some of these records are repetitious and tedious, but I feel that it is important to assemble them in one place, and to reproduce the text exactly instead of paraphrasing it, in most cases.

The use and manufacture of postage stamps were authorized by the Act of March 3, 1847, Section 11. Proposals by Rawdon, Wright, Hatch and Edson dated March 20 and March 31, 1847, respectively, survive; at the bottom of the latter is the notation "This bid accepted."⁸ Because both these letters have often been reproduced, and chiefly because they have only a remote bearing on the problem under consideration, they are not reprinted here. The original contract has not been found, but the assumption is that it was under negotiation during April and part of May, as the evidence shows that it was signed late in May. This statement is based on a letter of the engravers:⁹

May 25, 1847

J. Marron, Esq.
3rd Asst. P. M. General,
Washington, D. C.
Dear Sir:

Your favor of the 17th inst. concerning contract in relation to the Post Office stamps, was duly received. A reply has been delayed in consequence of the absence of our Mr. Hatch, as the contract could not be signed until his return.

Though we should have preferred to have the clause spoken of to you inserted, yet we are not disposed to be difficult, and we have therefore signed the contract, and we enclose it herewith, not doubting but it will be carried out in its true spirit on the part of the Post Office Department, as we are confident it will be on our own.

You will please send us the counterpart of this contract signed by the Postmaster General, at your convenience.

We shall be happy to receive the orders for printing the stamps, and will give them early attention.

Very respectfully, Sir,
Your Obedient servants,
Rawdon, Wright, Hatch & Edson

The next important evidence is a letter which was exhibited by the American Bank Note Co. (into which Rawdon, Wright, Hatch and Edson was absorbed in 1858) at Tipex in 1936:¹⁰

New York, June 26th, 1847

Hon. Cave Johnson,
P. M. General,
Washington.
Sir:

We beg leave to inform you that the stamps ordered per your letter of the 1st inst. are ready for delivery, and we hold them subject to your further instructions.

Twenty thousand dollars in 10ct stamps, and thirty thousand dollars in 5ct stamps, or 200,000 stamps of 10cts and 600,000 stamps of 5cts.

Very respectfully,
Your obd. Servants,
Rawdon, Wright, Hatch & Edson

A letter from Robert Morris to a Massachusetts postmaster contains vital information:¹¹

Post Office
City of New York
June 29th 1847

L. D. Brown, Esq.
P. M. Lee, Berkshire Co.
Mass.—
Dear Sir:

Yours of the 11th in relation to prepaid stamps was only received by me and should have been answered ere this had I known what to write. Today an agent from the Post Office Department arrived in this city in relation to the stamps—

To obtain stamps you must write to the Post Master General for the amount you desire and he will enclose them to you. No stamps will be found before the 1st of July.

Truly yours
Robt. H. Morris, P.M.

Some of these facts are confirmed and additional ones presented in the Report of the Postmaster General, dated December 6, 1847:¹²

Pursuant to the 11th section of the act, approved 3d March, 1847, authorizing the Postmaster General to prepare stamps for the prepayment of postage on letters, a contract was made with Messrs. Rawdon, Wright, Stuart [*sic*] and Edson, eminent engravers of New York, for supplying the department with stamps of the denominations of 10 and 5 cents, ready for use. Under this contract a parcel was obtained from them amounting to \$50,000; and stamps to the value of \$28,330 have since been issued to 95 postmasters for distribution. Notwithstanding they have been found very convenient in many localities, and under various circumstances, there has not been that great demand for them that was anticipated. Many important commercial towns have not applied for them, and in others they are only used in trifling amounts. I am, etc.

John Marron,
Third Asst. P. M. Gen'l

Information about supplies issued to the first ten offices to which stamps were furnished is entered in the official record book as follows:

Post Office	Date sent	Date received	Quantities		Amount
			5 cent	10 cent	
New York	July 1, 1847	July 1, 1847	60,000	20,000	\$5,000.00
Boston	July 2, 1847	July 2, 1847	40,000	10,000	3,000.00
Philadelphia	July 7, 1847	July 7, 1847	40,000	10,000	3,000.00
Washington	July 9, 1847	July 9, 1847	3,000	1,000	250.00
Baltimore	July 16, 1847	July 16, 1847	500	500	75.00
Baltimore	July 22, 1847	July 23, 1847	2,000	300	130.00
Worcester, Mass.	July 29, 1847	July 31, 1847	1,200	400	100.00
Providence	July 29, 1847	July 31, 1847	1,200	400	100.00
Richmond	July 29, 1847	July 31, 1847	1,200	400	100.00
Buffalo	July 29, 1847	August 1, 1847	1,200	400	100.00
New Orleans	July 29, 1847	August 27, 1847	5,000	2,000	450.00

As a final aid to understanding, this is how the calendar looked in mid-1847:

JUNE 1847						
S	M	T	W	T	F	S
20	21	22	23	24	25	26
27	28	29	30			

JULY 1847						
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17

Tiffany, who gave August 5, 1847, as the date of issue, blamed the alleged delay on difficulties in production; and Luff and Brookman parroted this explanation. The letter dated June 26 from Rawdon, Wright, Hatch and Edson to Cave Johnson proves that Tiffany's statement was mere speculation. The engraving firm had wide experience in bank note work, had previously produced stamps for the City Despatch Post and the New York City Post Office, and was fully capable of providing stamps as required within any time limits set by the Post Office Department.

The Rawdon, Wright, Hatch and Edson letter of June 26 must have reached Washington on Monday the 28th. Probably the Post Office Department had anticipated the news and was ready to dispatch a special agent to New York to accept the stamps. The agent must have left as soon as possible after receipt of the letter, because the journey from Washington to New York entailed 13½ hours of actual travel time by train, plus 2 hours of layovers in Baltimore and Philadelphia.

As the Morris letter of June 29 establishes, the agent had arrived in New York City that day. Whether the agent actually visited the New York City Post Office on the 29th or whether Morris learned of his arrival from some other source is not clear from the letter. Probably Morris did not meet the agent on the 29th, or he would have referred to him by name in the letter. The central fact is that the agent's presence was *in response* to the June 26 letter and that the "further instructions" requested by the engravers were brought by the agent *in person*. Support for this statement is largely inferential and depends on the lack of any letter from Washington in answer to Rawdon, Wright, Hatch and Edson. A letter was redundant because the agent would reach New York before a letter could.

In 1956 Winthrop Boggs, in reference to the same Morris letter of June 29th, made the statement: "The letter quoted herewith . . . makes it practically certain that July 1st is the date of issue."¹³ When he edited the selections from the Morris letter-book, he made this further commentary: "The Agent was no doubt on his way from Washington to Boston."¹⁴ These remarks indicate that Boggs was aware of the significance of the agent's presence in New York, but they do not seem to

have attracted much notice, probably because Boggs did not give them any emphasis or develop their full implications.

Before we explore the agent's activities further, some explanation of his function may be appropriate. The Post Office Department had long employed special agents to investigate "depredations" against the mails, and to uncover crime or negligence in the postal service, whether external or internal. The title of "Special Agent" was introduced in 1801 and remained in use until 1880. This important division of the Post Office Department is now organized as the Postal Inspection Service. Individuals employed as agents had to be of the utmost trustworthiness and integrity. They often worked undercover and their anonymity was zealously preserved. The Postmaster General was required to report to Congress all incidental expenses, such as:

"wrapping paper," "office furniture," "advertising," "mail bags," "blanks," "mail locks, keys, and stamps," "mail depredations, and special agents," "clerks for offices," "miscellaneous," showing the sum paid under each head of expenditure, and the names of the persons to whom paid, except only that the names of the persons employed in detecting depredations on the mail, and other confidential agents, need not be disclosed in said report. (Act of July 2, 1836, Section 22).¹⁵

A detailed contemporary account of the methods and experiences of a special agent for the Post Office is contained in *Ten Years Among the Mail Bags*. The author was J. Holbrook, who was employed as an agent from 1845 to 1855 and who later was compiler of the *U.S. Mail and Post Office Assistant*.

The Act of March 2, 1847, appropriating funds for Post Office operations for the fiscal year ending June 30, 1848, contained this specific provision under section 22:

For mail depredations and special agents, thirteen thousand dollars: *Provided*, That the Postmaster General be, and he is hereby, authorized to employ, when the service may require it, the assistant postmasters general as special agents, and to make them compensation and allowance therefore not to exceed the amount expended by said agents as necessary travelling expenses while so employed.¹⁶

This alteration in the law must have been formulated to furnish the strictest possible security measures in anticipation of the use of stamps. Certainly the agent sent to accept the stamps from Rawdon, Wright, Hatch and Edson had to be a high-ranking and trustworthy member of the Post Office Department because the first printing order represented an obligation of the United States to the amount of \$50,000. If the possibilities are examined closely, it will be obvious that there was only one man he could have been.

The officers of the General Post Office were listed in the front of the 1847 *Postal Laws and Regulations* as follows:

CAVE JOHNSON,
Postmaster General.
SELAH R. HOBBIE,
First Assistant Postmaster General—Mail Arrangements.
WILLIAM J. BROWN,
Second Assistant Postmaster General—Appointments.
JOHN MARRON,
Third Assistant Postmaster General—Finances.
WILLIAM H. DUNDAS,
Chief Clerk—Inspection of Mail Service.
PETER G. WASHINGTON,
Auditor of the Treasury for the Post Office Department—Settlement of Accounts.

The second half of the same volume, containing the regulations, devotes several pages to a description of the duties and functions of these various offices. The only office under which any relevant statement appears is that of third assistant postmaster general; whose duties include "The supervision and management of the financial business of the Department, not devolved by law upon the Auditor . . ." The Third Assistant "has charge of the dead letter office, of the issuing of stamps for the prepayment of postage, and of the accounts connected therewith." The concluding paragraph states that all postmasters should direct "all applications for prepaid stamps" to the Third Assistant Postmaster General.¹⁷

Although responsibility for investigation of mail failures and depredations and for supervision of agents employed was under the office of Chief Clerk, the

law of March 2, 1847, quoted above, authorized the employment of the Assistant Postmasters General at the discretion of the Postmaster General. Such temporary appointments to meet extraordinary circumstances would, of course, take precedence over the normal arrangements under the direction of the Chief Clerk.

The office of the Second Assistant, William J. Brown, was concerned with personnel; the manufacture of stamps did not come under his jurisdiction. The engravers had addressed their proposal of March 31 to Brown, and must have been apprised of their error: the May 25 letter was addressed to Marron. The First Assistant, Selah R. Hobbie—a familiar and important name in Post Office annals—was in charge of contracts for the transmission of mails. In any case, Hobbie was not available, as he had sailed June 1, 1847, on the maiden voyage of the *Washington* to confer with Ambassador George Bancroft in London, and to conduct negotiations with British postal authorities in an attempt to reach agreement on a postal convention.

So it was John Marron, the Third Assistant Postmaster General, who made the trip to New York. Marron had been responsible for the details of stamp production to date, and afterwards would supervise their distribution. Marron prepared the section about stamps in the December 6, 1847, Postmaster General's report. The careful official language cannot quite conceal the touch of personal experience when the "parcel was obtained" or the sense of disappointment that "there has not been the great demand for them [stamps] that was anticipated." The final entry concerning the stamps in the official record book, after the 1847 issue was withdrawn, was a recapitulation of the whole amount of stamps issued from July 1, 1847 to June 30, 1851. This statement was attested and signed by Marron on September 5, 1851.

The official records of dates "sent" and "received" should be considered next. The figures given earlier are taken from a photostatic copy of the original record book. The remarks made in 1962 by Philip Ward Jr. suggest that the records were "recently found"—although their existence had been known since 1910. The information for the month of July 1847 had been published in the *Philatelic Gazette* for June 1912, and reprinted by Chase four years later. Furthermore, the statistics were extracted from the record book by Robert A. Truax and published in tabular form, covering the years 1847-1851, in *Postal Markings of the United State, 1847-1851*, edited by Mannel Hahn (1938). This compilation, though extremely handy, must be carefully used: the data for the fiscal year 1847-1848 are given in four columns headed "Town," "Date First Supplied," "Total 5c," and "Total 10c." The date given for each post office represents that on which supplies were *first sent*, but the totals for each denomination cover the entire fiscal year through June 30, 1848, not just the shipment for the date specified. If Ward based his comments on first-hand observation of the records, why did he erroneously give the whole year totals for New York City, exactly as they appear in *Postal Markings*? Nor do the actual records say anywhere that the first shipments were made from Washington, or by what means they were made. It is very unfortunate that Ward misled many other students by the implication that his unfounded statements were based on the actual records, especially when the records were not then readily available to others. The final irony is that the photostatic copy of the record book was included in the third Ward library sale in 1967.

Once the preconception that the stamps were in Washington on July 1 is set aside, the table of dates and post offices form a logical pattern. On July 1 Marron, already in possession of the first printing order, called at the New York City Post Office and left the first allotment of the 1847 stamps. The same day—as soon as possible after he had finished his business at New York—Marron departed for Boston, carrying the rest of the first order with him. By reference to the calendar, the dates of stamp receipt, and a mental image of the East Coast, we can follow the agent on his travels. There was no through railroad from New York to Boston: the quickest route was that by which the Express mails between the two cities were carried. The first part of the journey was accomplished by an overnight steamer trip of 125 miles from New York City across

Long Island Sound to Stonington, Conn. From Stonington the trip continued on the "Stonington" R. R. for 48 miles to Providence, and, finally, after transfer across Providence harbor, by the Boston & Providence R. R. for the remaining 43 miles into Boston. The entire journey required about 16 hours, and involved an early afternoon departure from the pier in New York City.

Marron reached Boston sometime on July 2 in time to deliver the first stamp supplies that day, which was Friday. He stayed in Boston over the weekend; several likely reasons for the interruption in his journey may be suggested. He may have had additional business to conduct at the Boston Post Office, such as explaining to the postmaster and clerks how the new stamps and stamped mail were to be entered in their accounts. The fact that July 4 was both a Sunday and a holiday may have made weekend travel impractical. Or perhaps Marron was just thankful for an opportunity to recuperate from the strenuous activities of the past few days.

Marron must have left Boston by mid-afternoon of Monday the 5th in order to make the reverse journey arriving back in New York on the morning of Tuesday the 6th. He would have had to push on later that day with little pause—it would take him another five or six hours to complete the trip to Philadelphia. From the records we know he arrived there in time to visit the Philadelphia Post Office on July 7, a Wednesday, and leave their stamp supply. Most of Thursday must have been spent travelling from Philadelphia back to Washington—a 7½ hour journey by railroad. The half hour stopover at Baltimore was, however, too brief to permit a visit to the post office there. Because there was no through line, each segment of a journey at this period usually involved an independent railroad company, entailing physical transfer from one train to another, and often from one station to another.

On Friday the 9th, Marron delivered the balance of the first printing to the Post Office Department in Washington, much relieved, I imagine, that the enervating trip was over and the valuable stamps safely in the custody of the Department. Someone—probably an ordinary messenger—took stamps to Baltimore in person on the 16th; an additional supply was sent by mail on the 22nd, but these details do not alter the established pattern. From the time of Marron's return to Washington the remainder of the first printing was being sorted, divided, apportioned, and processed for the shipments that began to go out *by mail* on July 29.

The deliveries to the first five post offices as reconstructed above were *in person*. It was naive ever to suppose that they were made by mail. The Post Office Department was too familiar with the alarms, delays, losses, and failures of the postal service to entrust \$50,000 worth of stamps to the mails. A comparison of the value of the stamps delivered by Marron in person to the New York City Post Office with that of those mailed to various offices on the 29th provides striking confirmation: New York received \$5,000 worth; the others (except New Orleans) \$100 each.

Some readers may be misled, too, by visions of a "shipment" consisting of several large boxes. The first printing comprised 8,000 panes or 4,000 sheets. In his *Postage Stamps and Postal History of Canada* Winthrop Boggs cited the following information from an article on the Willcox Paper Mill, suppliers of bank paper to Rawdon, Wright, Hatch and Edson.¹⁸ A sheet of banknote paper measured approximately 14½ x 16¾ inches, about the same area as a stamp sheet, though differing in dimensions. The weight varied with the thickness, ranging from 12 to 18 pounds per 1,000 sheets. Thus the maximum weight of the first printing was 72 pounds; a more likely figure is 60 pounds, certainly not excessive for a man to carry. The language of the Postmaster General's report should also be noted—the phrase "a parcel . . . amounting to \$50,000" suggests something readily portable.

From the timetable of events it is apparent that the Post Office Department, although anxious to make the stamps available promptly, felt no special urgency about supplying all major post offices by July 1. Had this been their objective, more agents could have been employed. The Department would have considered

such duplication of effort an unnecessary and unjustified expense. They were content to have stamps available at the country's principal post office on July 1.

Absolute proof that the stamps were sold at the New York City Post Office on July 1, 1847, may never be established unless a July 1 cover or other documentation can be produced, but the preponderance of evidence supports this belief. There is no longer any serious justification (if there ever was) for doubting the official record book. Robert Morris was an enthusiastic advocate of adhesive postage and had introduced the New York stamp within two months of becoming postmaster in May 1845. His staff was familiar with the stamp concept and experienced in handling stamped mail. Morris was aware of Marron's presence in New York and knew that delivery of the stamps was imminent. He was surely prepared to receive them and make them available as quickly as possible. Boston got stamps on July 2; in order for Marron to reach there he had to leave New York early on July 1. That means that he took supplies to the New York City Post Office as soon on July 1 as convenient—certainly before noon. There was ample time for Morris to make any needed records and place the stamps on sale by noon or sooner. No doubt letters with the new stamps were mailed and postmarked on July 1; whether any have survived to the present is the yet unanswerable question.

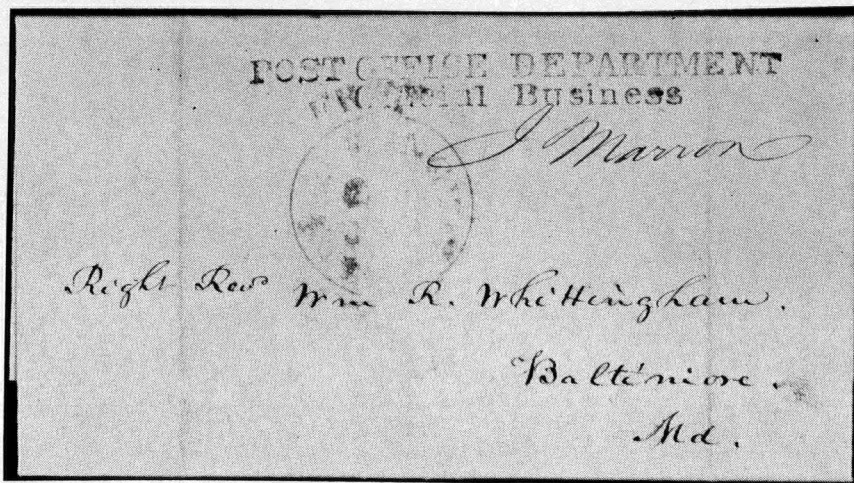


Figure 2. A folded letter mailed at Washington on January 23, 1847, from the Dead Letter Office and franked by J. Marron.

About John Marron—who has had greatness suddenly thrust upon him—I have so far discovered little. His name is not in the *Dictionary of American Biography* or the *Biographical Directory of Congress*; he was probably a career postal official, rather than a political appointee. This seems likely in view of the fact that Marron is listed in the *Federal Registers* for 1843 and 1851 as an employe of the Post Office Department. In 1843 he had been Chief Clerk for at least two years, and in 1846 was put in charge of the Finance Division. In 1851 he still had the position of Third Assistant Postmaster General. The *Registers* provide only a few more isolated facts: he was appointed to the post office from the state of Georgia, and was a native of Ireland.

From the steady progress of Marron's career, the language of his report, and the appearance of his handwriting (see Figure 2), we may surmise that he was a person of considerable education and attainment—one who made the professional records his office required and perhaps kept personal ones, too. Are Marron's letter-books among the still unpublished records in the National Archives? Had he studied with professional interest and approval the postal reforms in the British Isles and the introduction of adhesive stamps there? Does some evidence of Marron's journey in July 1847 survive? Are there old accounts or vouchers of his travelling expenses in some dusty file? Is his signature on the faded ledger of some Boston inn?

Some of you may help supply the answers. I wonder, too, whether John Marron, trudging with his package across Manhattan, boarding the steamer, enduring the delays, and discomforts, and tedium of the weary miles to Boston,—and Philadelphia,—and Washington, was concerned only with a hot meal and a night's lodging at the day's end; or whether he was aware of the historic significance of his mission. I like to think he was.

Footnotes

- 1 *History of the Postage Stamps of the United States*, pp. 77-78.
- 2 *Postage Stamps of the United States*, p. 62.
- 3 Dr. Carroll Chase, "The United States 1847 Issue," *Philatelic Gazette*, VI, 167-169 (June 1916).
- 4 *Classic United States Stamps*, p. 1.
- 5 Virtually the same remarks are made in *The 1847 Issue of United States Stamps*, pp. 8-9; *The 19th Century Postage Stamps of the United States*, I, 10-11; and *The United States Postage Stamps of the 19th Century*, I, 10-12.
- 6 *Special Service*, pp. 112-113.
- 7 "U. S. Notes and Comments," *Mekeel's Weekly Stamp News*, March 30, 1962.
- 8 The full or partial text is printed in both editions of Brookman on 19th century stamps, *Ten Decades Ago*, Brazer, *Chronicle* 71:122, and probably elsewhere.
- 9 Clarence W. Brazer, *A Historical Catalog of the U. S. Stamp Essays & Proofs: the 1847 Issue*, p. 7.
- 10 Winthrop S. Boggs, *Ten Decades Ago*, p. 26.
- 11 *Ibid.*, p. 27; also *Postmaster Robert Morris of N. Y.*, pp. 25-26 & Plate 22.
- 12 Report of Postmaster General, quoted in *Ten Decades Ago*, p. 27; Brazer, p. 7.
- 13 "Robert H. Morris' Letter Book of 1847-1848," *Collectors Club Philatelist*, XXXV, 62 (March 1956).
- 14 *Postmaster Robert Morris of N. Y.*, p. 26.
- 15 *Laws and Regulations for the Government of the Post Office Department* (1847), pp. 34-35 (first section).
- 16 *Ibid.*, p. 84.
- 17 *Ibid.*, pp. 4-5 (second section).
- 18 The extracts appear in Volume II, Appendix P, # 2 (2-P & 3-P).

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I wish to express thanks to Charles L. Towle for providing information on railroad operations and schedules and to John O. Johnson Jr. for furnishing some details about John Marron.

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THE 1851-60 PERIOD

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

THE 5c STAMP OF 1856—COMMENTS, UP-DATING, AND A NEW THEORY

Philip E. Baker, RA No. 53

The 5c Jefferson stamp of 1856 has been the subject of many articles over the years by leading philatelic authorities. Two principal opinions were advanced as to the reason for issuance; the late Stanley B. Ashbrook stated the stamp was to pay the 5c internal postage on foreign mail, while Elliott Perry maintains the stamp was originally intended to pay the 5c registration fee but was available for other purposes. At this time, 116 years after issue date, the matter apparently has not as yet been definitely resolved. This article is being written in order to present additional comments on the problem, up-date and centralize general information pertaining to the stamp that has appeared in various sources, and furnish personal opinions and a new theory in regard to the stamp.

U.S. Internal Rate

Before proceeding, comments regarding the internal rate are necessary. This term applies only to the internal U.S. portion of the total postage rate on foreign letters and is synonymous with inland and "shore to ship" ("ship to shore" when referring to an incoming letter). I prefer the term "internal rate." This rate was established at 5c per half ounce under terms of the U.S.-British Treaty proclaimed and thus effective on February 15, 1849, and was continued under the Act of March 3, 1851, Section 1, effective July 1, 1851, and Postal Laws & Regulations of 1852, Chapter 18. Multiple rates are recognized, but are of no concern here. (Note—a complete treatment of actual overall postage rates for foreign countries and postal arrangements is contained in George E. Hargest, *History of Letter Post Communication Between the United States and Europe—1845-1875*. This excellent publication was released in early 1971; reference to it is indicated by "Hargest", with his kind permission.) Prepayment of the 5c internal rate was compulsory, except to Great Britain and Ireland, and various cities and countries of Europe when carried by the Bremen line. Depending upon the routing to destination and circumstances, in many cases the sender had the option of full prepayment, prepayment of U.S. internal rate only, or sending the letter wholly unpaid. Prepaid postage rates were payable in cash or stamps. Of importance is the fact that under the Act of March 3, 1855, postage stamps on foreign mail were not required. *Postal Laws & Regulations*, September 1, 1857, section 76 reiterated this fact: "the law requires postage on all letters, except those to foreign countries . . . to be prepaid by stamps or stamped envelopes, prepayment in money being prohibited".

The above Acts, Treaty, and Laws furnished valid requirements for a 5c stamp after July 1, 1851. If indeed the stamp was intended for the internal rate, why wasn't it issued long before early 1856? Foreign mail volume (only that addressed to Europe is of concern here) was increasing rapidly in the early years of the 1850's. The gross amounts of postage on letters transported by the three United States subsidized steamship lines (Collins, Ocean Line to Bremen, & Havre) were \$386,700, \$577,600, and \$633,200 for the fiscal years ended June 30, 1854, 1855, and 1856 respectively. In fiscal 1856 the Prussian mail postage was \$299,000, while an approximation only for the Cunard line was about \$897,600 (these amounts were interpreted from the annual reports of the Postmaster General for 1855 and 1856.) With this very large amount of mail, not many covers exist today with a 3c and two 1c stamps used to make up the internal rate with

due allowance that many letters were sent on a collect basis—including wholly unpaid letters to Great Britain, and other countries when conveyed by the Bremen line. Extremely few covers are presently known with only a single 5c 1856 imperforate stamp. This latter usage was applicable from March 24, 1856 (the earliest known postmarked authentic cover) through the advent of the perforated 5c type I stamp, first known used on August 23, 1857, a period of seventeen months.

In his annual report for 1855 (December 3, 1855) Postmaster General James Campbell made a specific recommendation to Congress to withdraw the increase in the subsidy granted the Collins line in 1852 (Hargest, p. 113). While in favor of American lines, he indicated this line was creating a monopoly having adverse affects upon other commercial interests. Congress concurred, as the subsidy was reduced to its original amount in 1856. Note the timing of Campbell's report—just about the time the order for the 5c stamp may have been placed! Having knowledge also, due to his position, that the contracts of both the Ocean and Havre lines would expire on June 30, 1857 (Hargest, p. 114), would these factors affect his approval of a stamp to pay the internal rate? While the mail contracts continued through 1856, and the Cunard line was very much in operation, these points are mentioned for their incidental information, without assurance of their relevance to the problem.

The U.S.-French Treaty of March 2, 1857, effective April 1, 1857, reduced the U.S. internal rate to 3c on mail by this service, and provided for an over-all rate per ¼ ounce letter of 15c, with prepayment of the total postage optional. Here is the anomalous situation of the claimed reason for issuance of the stamp—to pay the U. S. internal rate—becoming invalid due to a reduction of this rate to a principal country of use! It is well known that foreign postal treaties took many months of negotiation, in fact attempts leading to this treaty commenced originally in 1849. (Hargest, p. 70). Someone in the Post Office Department must have been well aware of these negotiations in the years preceding its actual signing, and that a change in the internal rate might be anticipated. (*Pat Paragraphs*, August, 1952, section 57, p. 1933). (Note—while this treaty would appear to reduce the number of 5c stamps used, it actually had the opposite effect. A very large amount of mail was now sent to France, particularly from New Orleans, with a strip of 3 of this stamp prepaying the 15c rate. The preservation of these covers, or strips detached from them, were the major sources for collections of this relatively scarce stamp.) The treaty, creating heavy usage of the stamp, however, was in no way a basis for the issuance of the stamp; which fact occurred over a year earlier. Based upon all the above data, it seems incongruous that a 5c stamp would be ordered to pay the internal rate.

Registration Fee

The Act of March 3, 1855, effective April 1, 1855, is basic to this article, and thus pertinent details are presented now in order to clarify the comments that follow. The Act (in addition to other provisions) provided that prepayment of domestic postage in cash or stamps became compulsory, the use of postage stamps in prepayment of domestic mail was compulsory from January 1, 1856, and established a plan for registration of valuable letters at a fee of 5 cents. This last provision became effective July 1, 1855. (Instructions to Postmasters and Notice to the Public dated May 10, 1855 issued by the Postmaster General, illustrated on p. 6, *The United States Five Cent Stamp of 1856-61* by Henry Hill, 1955.) Please note the latter two vital effective dates; timing now becomes highly relevant.

Ashbrook made the following statements in his classic 1938 publication *The United States One Cent Stamp of 1851-1857*, p. 359:

1. It has been repeatedly stated that the 5c 1856 stamp was issued to pay the registration fee, but there exists no evidence to support such statements.
2. There was nothing in the law providing for the use of stamps to indicate the payment for registration.

3. The 5 cents was always referred to as a fee and naturally the fee was payable in cash.

4. There was also nothing in the instructions issued to postmasters that permitted them to put a 5 cent stamp on a letter to show the letter was registered.

Each statement will be discussed in order. The comments will endeavor to support my opinion that the original intention when the stamp was ordered was to have it pay the registration fee. Available facts, knowledgeable assumptions, and authoritative references are used in presentation of this rebuttal to the above four statements.

1. Government archives (as far as it is known to date), "Congressional Globe", the bank note company's records, and contemporary newspapers do not contain specific documentation as to the actual reasons for the issuance of this stamp. Obviously, with this lack of data, it is logical to assume there is also no evidence to indicate it was issued to pay the internal rate. Discovery of such data would immediately resolve the matter.

2. Instructions and Post Office announcements pertaining to the new registry service did not mention how the fee was to be paid. Under the Act, section 3, the registry fee was considered as if it were an extra rate of postage and payable in stamps or cash (Perry, letter to author, August 24, 1971). The Act provided that postage stamps on all prepaid letters were compulsory from January 1, 1856, and as registered letters had to have both postage and the registry fee prepaid, all prepaid letters includes them (same source). After the issuance of the stamp, under existing laws and instructions to postmasters, payment in cash or stamps was equally legal (*Chronicle*, 33:2-6, article on Registry Markings of 1851-1860 by Miss Barbara Mueller containing very extensive comments on the problem by Perry).

3. The word "fee" appears to be the crux of Ashbrook's contention that it denotes a cash payment only. "Fee" can be defined as a payment for a professional or special service, or a fixed charge. In 1855, there was no other practical way to pay such charges except in cash. The wording of the Act (which nowhere contained the word "cash") may have intended to emphasize this special charge as being in addition to postage for the extra service rendered. Bear in mind the Act was passed many months prior to the issuance of this stamp. Further, the Act did not contain any provision for the later issuance of a 5c stamp; it didn't have to, as that was the prerogative of the Postmaster General who had been given this authority. When stamps on domestic mail became compulsory on January 1, 1856, the exercise of this authority led to the issuance of the stamp, soon after this date. At that moment, the fee could now be paid by a 5c stamp.

The Post Office Department apparently has never defined the meaning of "fee", using the word to imply that payment by either stamps or cash was valid. The two 1851 Carrier stamps issued to pay such fees come to mind. The 1852 *Postal Laws & Regulations*, section 120 (also other editions) states in regard to the 1c Way Fee: "the postmaster will pay the mail carrier one cent if demanded for each way letter which he delivers to him, and add that cent to the ordinary postage on the letter". The carrier was paid in cash, reimbursed from his collection of the fee, but 1c postage stamps certainly were used to prepay the way fee in many cases. Ashbrook (p. 210) states, "payment was made . . . by cash or a 1c stamp". Further, the many semi-official letter carrier stamps were issued to prepay carrier fees, and occasionally 1c postage stamps were used for that purpose. These examples positively prove that stamps were used to pay fees for these special services. Even today registry and special delivery fees are paid by stamps, while money order fees are paid in cash.

4. On the effective date of registration service, July 1, 1855, there were no 5c stamps available. Lower values were on hand, but as this was a new service (previous arrangements were set up by a few local postmasters), complete instructions would obviously await experience. If they were promulgated after the issuance of the stamp, they would then be after the fact. Further,

the actual registration process was performed by recording the letter in a record book and detaching a receipt from same, not by placement of a stamp on such a letter by either the writer or the postmaster. As previously stated, the stamp when issued was intended to evidence "an additional payment of a sum which was thought sufficient to justify that additional labor."

General Information

The motive for the ordering and issuance of this stamp was to pay the registry fee. This service was increasing rapidly; revenues for the fiscal year ended June 30, 1856 were \$31,466, equivalent to 629,320 letters! Post Offices on the same date numbered over 25,500, an increase of about 5,800 offices in 5 years. Registry service applied to every post office. However, an enigma now arises—the almost complete lack of covers showing such usage. Practically all such mail was sent to merchants, lawyers, and bankers. Thus chances of survival were very slight. Earlier collectors, discovering such material, saved the stamp, not the cover. While not original, this last sentence deserves mention. However, there are two well known authentic covers—both from Albany, N.Y.—one dated November 7, the other dated July 12 (both believed to be 1857) as they carry a registration number in the upper left corner corresponding to the number in the receipt book as prescribed by *Postal Laws & Regulations—1857*, section 386, which superseded the 1855 regulations (section 347) forbidding any markings. Albany certainly was not a rural office ignorant of regulations. (These covers are illustrated in Hill, p. 7. One of these covers is presently in the Albany Institute of History & Arts.)



Figure 1. Apropos to Mr. Baker's article on the 5c stamp, we illustrate here a cover showing the use of the perforated 5c stamp to pay the registry fee. The photo is supplied by Mr. Elliott Perry, who states it is the only such use he has seen. It is believed that the cover was mailed on Feb. 2, 1861.

The number of imperforate 5c stamps issued is subject to doubt, due to the unavailability of such information in the annual reports of the Postmaster General from 1853 to 1859, or from other reliable sources. The figure generally seen, and evidently copied from source to source, is "estimated at 150,000." In my opinion, considerably more stamps were issued even though the entire issue was far less than the originally anticipated usage. If only 10 stamps were sent initially to all post offices, over 250,000 would have been required. However, it is doubtful that all offices received them, a wild guess would suggest less than 10%. Estimates, without supporting data, at best would only be pure conjecture, but 250,000 to 300,000 appears to be a more likely figure, primarily

used from major port cities during their period of use of approximately 18 months.

Attempts to ascertain when the plate was made—to further over-all knowledge—were not fruitful. The only data available is an unproved statement by Hill (p. 40) that the plate was made in the later part of 1855, and a table showing the sequence when all plates were made in this period, with a probable date as between January and March, 1856, authored by Mrs. C. J. Hanus (*U. S. Perforation Centennial Book*, 1957, p. 60). Plate I was unique—a four relief transfer roll being used in its manufacture, being the first such usage on any 1851-57 postage stamp plate. This exceptional information was developed by Earl Oakley (*Chronicle*, 45:14-18) in an article entitled “The Five Cent 1856-60 Plate One Stamps” which completely describes and illustrates the four reliefs.

A New Theory

The Act of 1855, Section 3, states “. . . as well as a registration fee of 5c . . . to be accounted for . . .”. A circular dated May 10, 1855 states “accounts of registered letters are legibly and accurately kept . . . full and perfect transcripts of such accounts with the letter bills pertaining to them . . .”. (Hill, p. 6). The key words here are “accounted” and “accounts”. Obviously, clerks had to make a strict accounting, on prescribed forms, for each 5c in cash received in payment of registry fees. These forms provided departmental records, issuance of receipts, and furnished the basis for calculation of the postmaster's compensation for handling the letter. This amount is believed to be 80% (thus, 4 cents), which rates are known to apply in 1859 and assumed to be the same earlier. When the 5c stamp came on the scene, imagine a clerk's consternation in attempting to collect this 4 cents when a letter was handed him already prepaid with a 5c stamp plus applicable postage, which stamp was bought previously at his or any other post office! When brought to the attention of the Postmaster General, imagine his quandary in trying to settle the bookkeeping problems now arising in attempting to recoup this compensation. Evidently the difficulties in reconciling the accounts between individual postmasters and the department were insurmountable. Influences were apparently quickly exerted to revert back to the cash payment idea, and instructions were so given. Whether or not an option now existed is not known. Thus, new circumstances altered the actual use (as distinguished from original intention) of the stamp. There is no proof to back up this theory, but considerable thought has been given to it, and it fits in with some known facts.

Further information on return registered letter bills might clarify the accounting treatment for cash received. One such bill is illustrated in an article by Richard Graham (*Chronicle*, 41:5), and the *Postal Laws & Regulations*, 1859, sections 445 & 447 refer to them (earlier laws may also do so), but lacking more complete data, other comments cannot be made.

As circumstances apparently altered the planned use of the stamp, what was to be done with those stamps already printed and issued? They would be a great convenience on foreign letters to pay the 5c internal rate in lieu of two 1c and one 3c stamp. Certain quite rare domestic usage would also apply. Accordingly, their greatest use (prior to April 1, 1857) was to pay the internal rate. (Note—please don't think I have just refuted my own argument. It is recognized that the stamp was used primarily as just stated, but the original reason for issuance was to pay the registration fee.) Even though conditions intervened against registry use (the two Albany covers may be exceptions), the stamps (including both perforated types, type II first known used on March 4, 1860) remained legal and valid for such purpose throughout the period of their availability until demonetized very soon after the arrival of the new 1861 issue at each post office in the later part of the year.

Source material, some of which is very difficult to obtain, is fully described in the text when reference to it is first made.

CIRCULAR PAID

In *Chronicle* 72:199 we illustrated a wrapper bearing an imperforate 1c tied by a New York townmark that also had a red "Circular Paid" handstamp. It was pointed out that in the past such handstamps were believed to have been applied by the mailer as justification for the lower printed circular rate rather than by the post office. But the handstamps that had come to our attention in the past had not included the word "Paid", raising the question of whether this particular handstamp might indeed have been applied at the New York post-office.

As usual, our membership generously responded with information from their collections. Covers with identical markings have been reported by Dr. Gary A. McIntyre, Frank S. Landers and Robert R. Hegland. Each is dated between March and May, 1853, and each originated at C. W. Field & Co. In addition, Robert L. Kuehne and William H. Hatton report a cover with the wording "Circular./Postage Paid." preprinted on the envelope. From these reports, and one received by Calvet Hahn, it is obvious that there is no special meaning in the word "Paid" contained in these handstamps and that they did, in fact, originate with the mailer and not with the post office.

NEWLY REPORTED MARKINGS ASSOCIATED WITH U. S. MAILS

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

Illustration No.	USPM Schedule	Description (Dimensions in millimeters)	Used With	Reported By
A	A-1	<i>Kentucky</i> SOUTH-UNION/KENTUCKY/D dl-b sl 45x20	U10	A. T. Atkins
		(This tracing shows the alternate position of the date and word KENTUCKY in the marking. The illustration in <i>USPM</i> shows the date in the middle and KENTUCKY at the bottom; it is correct except that KENTUCKY should have slanting letters, and a hyphen should appear between SOUTH and UNION.)		
B	A-2	<i>Illinois</i> WATAGA,/D/ILLINOIS K2-35	S2	R. J. Nunge
		(Previously listed but not illustrated).		
C	A-2	<i>New York</i> CALLICOON DEPO/D/NY K6-36	S3	L. L. Downing
		The "T" of "DEPOT" has definitely been deleted; it is spelled Callicoon Depot in 1852 and Collicoon Depot in 1857.		
Not illustrated	A-8 (b)	SPARTA GEO/D/3 PAID C-33	S2	R. J. Nunge
		("3 PAID" is straight line stock style).		
D	A-8 (b)	NEW-YORK/D/PAID 3 Cts. C-31	S2	M. F. Hopkins
		See text		
E	A-13	<i>Michigan</i> Three Oaks L24-approx. 20x21, three oaks.	Nesbitt	R. K. Waite
F	A-14 (c)	<i>Pennsylvania</i> New Galilee M-10-18½ encircled with dots below.	S5	R. K. Waite
G	A-16	<i>Pennsylvania</i> New Galilee N-7-19 mo and day	S5	R. K. Waite
H	A-21	KEY (WEST?) FLA/D/FREE C-33	S5	H. S. Nowak
		The cover on which this report is based is addressed to Maine and also bears a small blue "SHIP" handstamp.		
I	A-27 (c)	DUE/1/CENT 18x16	S5	J. A. Farrington
		Carlisle, Pa. It is believed this marking was applied to collect the advertising fee.		

NEWLY REPORTED MARKINGS ASSOCIATED WITH U. S. MAILS



A.



B.



C.



D.



E.



F.



G.



H.



I.

NEW YORK PAID 3 CTS.

The 31 mm. townmark NEW YORK/D/PAID 3 Cts. was much used in the pre-1856 period for prepaid stampless letters, but apparently was not used erroneously for cancelling stamps, as were so many similar townmarks. Prepaid stampless letters with the marking are well known *forwarded* by adding a 3c stamp, but the marking and stamp applied at the start have not heretofore been reported. Ashbrook reports the marking (*The United States One Cent Stamp of 1851-1857*, Vol. II, p.113, Plate 44A, Type Q) but says it is not known on the 3c stamp. Similarly, it was not listed in *USPM* because of its association only with stampless letters.

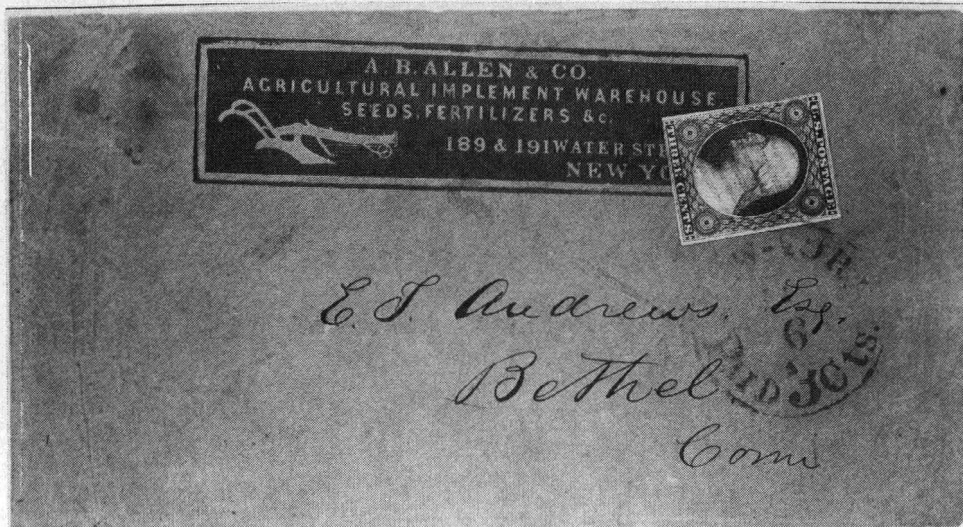


Figure 2

The marking now acquires new status, reported by Mr. M. F. Hopkins by his cover (shown in Figure 2) on which the marking in red ties a 3c stamp, which is also tied with a red grid. The probable explanation is that the firm prepared a lot of mail (perhaps circular-type), had the covers stamped and then took them to the postoffice, where it was found they were too heavy for a single rate. The stampless prepaid 3c marking was then applied as the quickest way of caring for the situation.

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

UNUSUAL WASHINGTON CORK KILLERS

In *Chronicle* No. 70, pages 88 and 89, we discussed a segmented geometric cork killer of Washington, D.C., which was used in the Fall of 1862. One of the usages was on a cover bearing one of the two known copies of the 126th Pa. Reg. carrier adhesive label or stamp (?) which was illustrated as Fig. 1 on page 88 of *Chronicle* No. 70. In *Chronicle* No. 71, we reported, based upon a report from Mr. William R. Weiss, Jr., that this same cork killer is known as a cancellation, presumably experimental, on various Black Jack trial color proofs. In both issues, we asked for further reports of the use of this killer, in either usage. Incidentally, the killer is shown as item No. 18 on Plate "A" on page 89 of *Chronicle* No. 70.

We have had no further word on either the 126th Pa. Reg. Carrier label or the experimental use on the Black Jack proofs. However, Mr. George N. Malpass has sent us a photo (see Fig "A") of a cover showing another use of the cork killer, this time on a patriotic cover dated Aug. 21, 1862 from Washington, using the same type cancel as appears on the other covers. There is no evidence, however, that the cover originated with troops in the field, although the Period Editor considers such likely.



Figure "A"

INTERESTING AUCTION DESCRIPTIONS

We have another group of auction descriptions which seem worth discussion in these pages. Let us list a few of them:

Under *Issue of 1861* . . . Lot No. YYY (Cover symbol) #65 3c, sgl., MS cancel, on Fine cvr., blue oval hdstp. NORTH MOUNTAIN, B & O R R, some letters at B. partly illegible, UNLISTED REMELE estimated D
Lot. No. VV "RAIL ROAD WAY" in black oval #65 Detroit, Mich. Not tied to Ripon, Wis. Scarce marking. Unlisted in Remele. (Photo) Est 40.-50.00

The interesting part of both these descriptions is that the covers bear Scott's No. 65, the 3c 1861 stamp, and the statement is then made that the marking is "unlisted in Remele." We wish to point out that there are a great many other

items also unlisted in Remele, such as R.P.O. covers with banknote stamps, for example. Covers from the period 1837-61 are all that Remele does list, and covers bearing Scott No. 65 or later stamps are, with one major and one very minor exception, not included. The "minor exception" is the period between Aug. 19 and Sept. 1, 1861, the latter date being, according to the "Foreword" section of Remele (page 2) the limit of the period covered. The major exception stems from the fact that the periods of usage of postal markings rarely coincide with the periods of usage of our postage stamps. Consequently, many of the markings in use in the latter part of the 1851-61 stamp period continued in use during the 1861 period.

The point of this commentary is that if Remele or Towle-Meyer is to be used as a reference, then the proper book should be consulted. The Towle-Meyer book takes up where the Remele one leaves off, and the periods covered are keyed to the stamps used as well as the years. The fact that a cover bearing an 1861 issue stamp is unlisted in Remele means absolutely nothing, and should not be taken as an indication that the particular item is rare or unusual, when used in a later period. For those not having the Towle-Meyer work available, we can only point out that the *Chronicle* carries frequent advertisements advising from where and how and at what price this book may be purchased. It is still available, and, in fact, we have no doubt that it may be purchased from the very auction houses whose descriptions are mentioned above. If they do not have it in stock, that can easily be remedied.

Here are two more descriptions with interpretive errors, or so we suspect:

- | | |
|---|---------|
| Lot No. XXX (cover symbol) SHIP ISLAND, V.F., Soldier's Letter, 1862 ("wind almost blown us to rebel's shore"), SHIP ISLAND MISS. in MS, ADVERTISED & fancy STAR, censor's hdstpd. signature, str. line "DUE 3", all hdstpd. in blk. | Est. E. |
| Lot No. ZZZ (cover symbol) U.S. SHIP 3cts., V.F. stpls., hdstp. partly illegible, letter headed QUARANTINE STATION LOU(isville), 1862, discusses taking of River forts; scarce "inland Naval letter") | Est. B |

In cover lot XXX, we have one particular quarrel with the description, although the writer would have appreciated the date being given for the MS marking. The objection we have is that the handstamped signature on what is described as a "soldier's letter" is described as a "censor's" handstamped signature. If the cover, as described, is a Civil War certified soldier's letter, so that it could be sent through the domestic mails unpaid (see *Chronicle* 47:17-21) then according to the P. L. & R., the cover required the signature of an officer of the regiment. This signature, called a certification to the effect the cover was a bonafide soldier's letter, is quite probably the handstamp described, and to call it a "censor's" signature, is incorrect. No censorship of any sort was involved here; the censorship process involves examination of contents or at least approval of such for other than postal reasons. The letter, if a bonafide soldier's letter, is simply a letter from a soldier in the regiment of the officer whose signature the item bore. We do not understand why the describer would call this handstamp a censor mark.

In the *Twenty Eighth American Philatelic Congress* book, the writer had an article concerning Ship Island in the Civil War. The article illustrated the cover shown as Fig. "B" with this commentary. The cover almost fits the description of lot XXX, except that it lacks the fancy star noted therein, and it is a patriotic cover, which fact would not have gone without comment in the auction description. Across the face of the Colonel portrayed in the patriotic is the handstamped signature reading "E. F. Jones/Colonel Mass. 26th." It will be interesting to learn if this is the same handstamped signature on both covers, which we believe to be the case. If so, then we *know* this is merely a handstamped soldier's letter certification rather than a rare marking indicating censorship. We are well aware of the history of the 26th Mass., commanded by Col. Jones, and many such soldier's letters from Ship Island exist bearing this same handstamp.

There is nothing wrong with indicating the cover has a handstamped signature, but it would be far better description to simply quote the signature than to interpret it, when the interpretation may be in error.



Figure B. Cover from Ship Island, Miss., with handstamped "Colonel E. F. Jones/Mass. 26th." soldier's letter certification signature. Photo by H. A. Meyer. From the collection of George Malpass.

In Lot ZZZ, we have no need to question whether a cover with a partially illegible postal marking should be described as "V. F."—the potential buyer is aware of the fact of the partially illegible marking. What we question is how the describer knows the "LOU" in the legend QUARANTINE STATION LOU(isville) means "Louisville" and that the cover is an "inland Naval letter."—whatever that may be. The only kind of cover that may be properly described as a Civil War "Naval Letter" is the counterpart of the Civil War "Soldier's Letter," but such unpaid due letters, bearing the signature of the executive officer of a naval vessel may have been from anywhere the Navy happened to send its ships—inland (on the rivers, presumably), to abroad or along the coasts on blockade. And, we have no knowledge of a Civil War Quarantine Station at Louisville, but we do know there was one at a point about six or eight miles above Forts St. Philip and Jackson, in Louisiana on the Mississippi River, below New Orleans. These two River forts were taken in April, 1862, and covers bearing the marking *U. S. Ship* are known from Farragut's ships as far up the Mississippi as Vicksburg, after New Orleans fell. Consequently, we prefer for the "LOU" of the description, "Louisiana" rather than "Louisville", and, again, we have to quarrel with interpretation far more than description. Furthermore, we have never seen a U. S. Ship cover from further up the River than Farragut's ships went, which was Vicksburg—and these are very rare.

As always, the problem is interpretation. What is wrong with simply stating the facts in an auction description, and letting the readers do the interpretation? Such a process would inform the readers more, mislead them less, cause fewer lots returned as misdescribed (the bane of every auction house) and, we believe, produce stiffer competition in the long run—with more revenue for the auction house.

WAY MARKINGS

R. B. Graham

Plate XIII illustrates a portion of the "way" markings from the records of the late Henry A. Meyer.

The marking "way" indicates a loose letter, given to a contract mail carrier somewhere along his route, and the marking was normally used to indicate payment of a fee to the carrier for delivering the letter to the post office. During a

considerable portion of the life of the "way" letter, as defined by regulations, the fee paid the carrier was passed along as a due charge to the person receiving the letter.

Way letters were first defined by Postmaster General Joseph Habersham (1795-1801) as follows:

Way letters are such letters as are received by a mail carrier on his way between post offices and which he is to deliver at the first post office which he comes to; and the postmaster is to enquire of him at what places he received them, and in his post bills charge the postage from those respective places to the offices at which they are to be finally delivered; writing the word 'WAY' against such charges in his bills. The word 'WAY' is also to be written upon each 'WAY LETTER.'

The act of March 2, 1799, Section 13, authorized postmasters to pay mail carriers 1 cent for each way letter turned in. The way letter fee was finally eliminated by the act of March 3, 1863, Section 31, which stated ". . . No fees shall be allowed for letters collected by a carrier on a mail route." In these paragraphs, the word "carrier" is not to be confused with the city letter carrier, but rather means the contract mail carrier between post offices over established postal routes. In the early days, such a carrier would be a post rider, or a driver of a stage coach whose owner had a mail carrying contract. Later, when the steamboat came, and slightly later still, with the advent of the railroad, these modes of transportation replaced the post rider and stagecoach, and later, were themselves replaced. But the one thing common to all was that mail was carried in locked pouches, to which the conveyance operator had no key. Letters handed to him could not be placed in the postbag, but rather had to be turned in at the next post office on the route. This is the WAY letter, as we know it.

The WAY letter is easily confused with the city carrier letter, because of the 1c fee common to both during certain periods. It is also often confused with the STEAMBOAT letter marking, which is quite similar, except that the latter, like the ship letter marking, was applied to letters turned in at the post office by captains of vessels *not* having a mail carrying contract. To add a bit more confusion, many of the boats having contracts also carried a route agent, who could accept mail and had access to the "local" postbag, so loose letters handed to him would not receive a "STEAM" or "STEAMBOAT" marking (the two markings mean exactly the same) but, instead, would receive the route agent's handstamp, and there was no additional fee on the letter.

Although these classes of origin markings were all substantially altered by the act of Mar. 3, 1863, the alterations were not widely circulated during the Civil War, since no formal issue of the *P. L. & R.* took place between 1859 and 1866. And the 1866 issue was extremely confusing, as might be guessed from the following, which note prefaces the text:

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

In other words, the new 1866 *P. L. & R.* included both the new and old regulations and laws pertaining to SHIP, STEAM and WAY letters, and probably, also, the old carrier regulations. It is to this fact that this writer attributes the rather large amount of covers and markings that apparently extend the old regulations long after the Civil War.

The Meyer records apply only to mails carried over domestic waterways, and thus do not include markings known to have been used only by coach or railroad—although it is believed very few of these exist. Since the WAY letter was a rather unpremeditated affair, not many post offices had marking instruments with which to handstamp such letters, and many manuscript marked way letters exist. We have made no particular effort to list those, as most are unique unto themselves.

It will be noted that almost half of the way markings listed by Mr. Meyer were applied at either New Orleans or Mobile. This is due to a peculiarity in handling mail between those points during the years prior to the Civil War, which will be discussed at a later time. The major purpose of these notes and publication of the accompanying markings is to attempt to secure tracings of additional way markings. Another plate of such markings will appear in a future issue of the *Chronicle*.

Some comments should be made about certain of the way markings shown on Plate XIII. Item XIII-3, Baltimore WAY/6, was taken from the late Roger Powers' *Postal Markings of Maryland, 1766-1855*, published by the Associated Stamp Clubs of the Chesapeake Area, in 1960. As with most such rated WAY markings, we do not know for certain that the instrument was an integral unit. Confirmation of this marking would be appreciated.

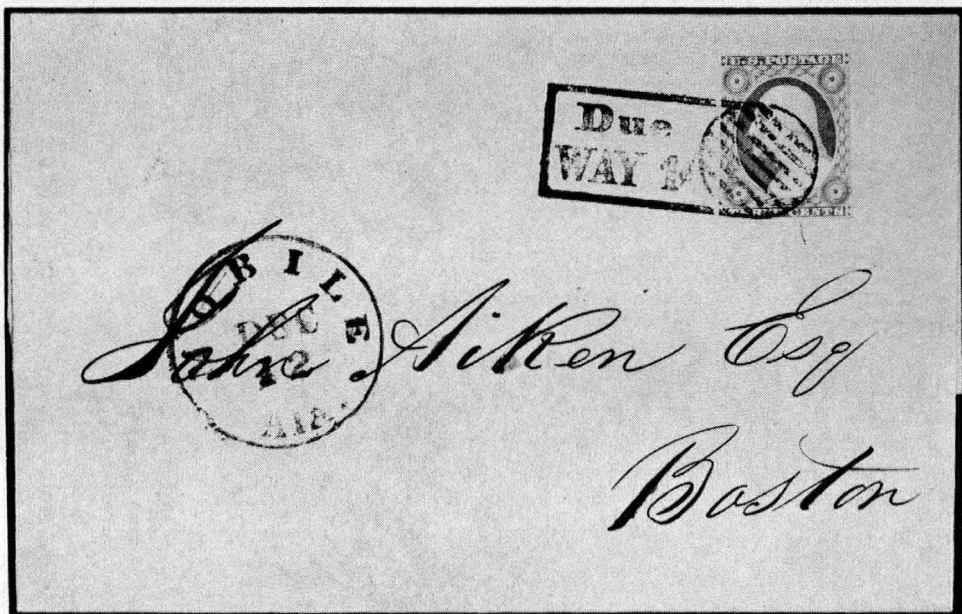


Figure C. The well known Mobile "Due WAY 1c" marking. Known in blue or black, 1851-52. From photo files of Henry A. Meyer.

Regarding item XIII-5, Mr. Meyer's text comments:

"... the famous *BOSTONA WAY*, the only known case where packet mark and the *way* mark are combined in one device. I suspect that this *way* mark, and this one alone, was applied aboard the boat by the purser, by agreement with the postmasters at the terminal cities. (Ed. note—since no fees could be collected on way letters at the time this boat was running, the marking could be considered to be purely a purser's marking.) The *Bostona* was a fine and popular Cincinnati-Huntington packet of 1866-79, the 4th of 5 boats of the same name on the upper Ohio. Some years ago, this mark was erroneously ascribed to a Lake Champlain boat, because of the memo found with the first such cover located when the study of steamboat markings was young. The memo is now believed to have been placed in the same envelope with the *Bostona* cover by a stamp dealer, and to have referred to some other cover entirely."

Item XIII-8, was applied to a cover carried on the James River and Kanawha Canal, according to Mr. Meyer's notes with the marking, the cover having been reported to him by the late Mr. W. W. Hicks. Regarding item XIII-9, Mr. Meyer commented that this was also one of the few if not the only dated town-way combination markings known, and was used long after "the designation 'way' had lost its point."

This writer can speculate that the Maysville and Bostona "ways," being from the same area and period, are a class by themselves.

The writer would very much like to trace off an exact size of item XIII-29, the New Orleans straight line WAY 5. Mr. Meyer photographed this item from a 1938 issue of *Postal Markings*, and had no information at all concerning the size of this marking.

Additional markings including the word "way" should be reported to the writer. It should be noted that most but not all towns applied their town date-stamp along with a "way" or "steam" marking. Often, but not always, when the town designation was not applied, the town to which the cover is addressed was the location where the marking was applied.

DESCRIPTION OF THE "WAY" MARKINGS OF PLATE XIII

<i>Item</i>	<i>Description</i>	<i>Date or period</i>
XIII-1	Baltimore, WAY/5, 17 x 12½ mm, red.	1850-52.
XIII-2	Baltimore, WAY 16½ x 4 mm, black, blue.	1852.
XIII-3	Baltimore, WAY 6, 25 x 5½ mm. Color unknown. See text.	1850's.
XIII-4	Baltimore, WAY, in 18 mm circle, black.	1853-4.
XIII-5	BOSTONA/WAY, in oval, 37½ x 22 mm, blue, black. See text.	1867-69.
XIII-6	Donaldsonville, La., WAY/6, est. 25 x 19 mm, red.	1851.
XIII-7	Ellsworth, Me., WAY 6, (note wide spacing), 10 x 5 mm, black.	1851.
XIII-8	Lynchburg, Va., WAY/6 in 17 mm circle, shades blue, black. See text.	1851-2.
XIII-9	MAYSVILLE WAY/D., 26 mm circle, blue. See text.	1872.
XIII-10	Mobile, WAY, 18 x 4 mm, black.	1854.
XIII-11	Mobile, WAY in double lined circle, 29-25 mm, orange-red.	1846.
XIII-12	Mobile, WAY, in 25 mm circle. Orange, red. (Probably later strike with damaged instrument of XIII-11.)	1847-8.
XIII-13	Mobile, WAY, slightly arced 16 x 6 mm, orange.	1847.
XIII-14	Mobile, WAY, in arc, 27 x 8 mm, blue.	1851.
XIII-15	Mobile, WAY, 34 x 10, blue.	1845.
XIII-16	Mobile, WAY/6, "way" in arc, 32 x 21 mm, greenish blue, orange. (This is probably XII-14 with "6" added.)	1851(?).
XIII-17	Mobile, WAY/6, with ornaments, in double line circle, 25½ - 22½ mm, blue; black.	1851-2.
XIII-18	Mobile, fancy WAY/11, in double line circle, 24½ - 21½ mm, blue, red, greenish blue.	1848-51.
XIII-19	Montgomery, Ala., WAY, 18 x 4 mm, black.	1852-3.
XIII-20	Nantucket, WAY, 17½ x 4½ mm, black.	1854.
XIII-21	New Orleans, WAY/6 in double lined circle, irregular, 34 - 31 mm, red; orange.	1849-51.
XIII-22	New Orleans, WAY/1, 18 x 18 mm, black, red.	1851-52.
XIII-23	New Orleans, WAY/11/CENTS., oval (no line) 25 x 21 mm, red; black.	1850-2.
XIII-24	New Orleans, WAY/6 in double lined circle, 26½ - 24 mm, (late examples often appear as single line circles), red; black; orange.	1847-9.
XIII-25	New Orleans, WAY, underlined, 20 x 8 mm, black.	1853-9.
XIII-26	New Orleans, WAY/6, 20 x 12 mm, black; red.	1850-2.
XIII-27	New Orleans, WAY/5, 20 x 15 mm, black.	1851-4.
XIII-28	New Orleans, WAY, 20 x 4 mm, black.	1853-60.
XIII-29	New Orleans, WAY 5, measurements unknown, black.	1853.

ABOUT DEMONETIZATION OF OLD STAMPS AT RECEIVING OFFICES

RICHARD B. GRAHAM

At various times the Period Editor has stated that he has never seen (and, probably should say, doesn't expect to see) a cover bearing stamps of the 1851 and 1857 issues, which accepted by a mailing office during the demonetization period in 1861-62, was refused by the receiving office. The reason behind this statement is, of course, that the original plan of demonetization was not followed, which called for a twofold scheme of demonetization. After certain dates, and in certain very specifically spelled out zones of the country, letters bearing old stamps were not to be accepted at mailing offices. This direction was based upon the assumption that an ample supply of new stamps would be available throughout the entire zone, in all post offices, simultaneously.

The second section of the demonetization scheme, as announced some weeks before new stamps were available, was a system of demonetization at receiving offices. In this portion of the plan, the idea was that the postmaster at the re-

PLATE XIII



ceiving office would know, by referring to the zonal dated plan of new stamp distribution, whether or not the mailing office had new stamps. If the plan showed the mailing office of a letter bearing the old stamps had new stamps available, then presumably a letter would be marked "due" and the old stamps not recognized.

The second part of this rather elaborate plan could not be carried out, since the distribution of the stamps was by an entirely different plan than was first contemplated. Instead of distributing the stamps by zones, they were distributed to the large cities first, with instructions that, as supplies became available, smaller offices could secure supplies from the large post offices. In addition, there was apparently (in the Period Editor's opinion) some attempt made to keep supplies of new stamps away from areas where they might be subject to capture by Confederate troops. The zonal distribution idea was completely ignored; a receiving postmaster considering a letter from a small town, East, West or North, bearing an old stamp would have no way of knowing whether demonetization had taken place there or not—except by accident. Consequently, there was absolutely no basis for him to demonetize, at least in the Fall of 1861, and, indeed, much later, for many offices ran out of new stamps, due to very short supplies, even in the early part of 1862, and had to temporarily resort to the old stamps. Some interesting combinations of covers can be assembled from certain towns, showing two separate demonetization cycles.

The point of this repeated dissertation is that we keep receiving reports of covers demonetized by the receiving postmaster. We won't quarrel too much concerning covers mailed after ample supplies of 1861 stamps were available, although we have not seen any post office regulation specifically referring to this in either the 1863 or 1864 official pamphlets bringing postmasters up to date on the P.L. & R. in those years.

Generally speaking, the procedure over the years was that the mailing office established the postage by cancelling the stamps, marking a letter "due" or whatever was required under the regulations. The receiving—and also intermittent offices—had the right to make corrections where obvious mistakes had been made. But, again, the point here is that acceptance of an 1857 stamp in late 1861 or the early months of 1862 was by no means an obvious mistake; the receiving postmaster had no way of knowing but what the mailing office had run out of 1861 stamps and had to resort to an old supply of the previous issue.

THE U. S. POST OFFICE AT KOBE (HIOGO)

In reference to the article with the above title by Dr. Robert M. Spaulding Jr., mentioned in *Chronicle* 73:30, we have learned that the October 1971 issue of *Japanese Philately*, in which the article appeared, may be obtained at \$1 per copy from Mrs. Lois M. Evans, Secretary of the International Society for Japanese Philately. Her address is 107 Winthrop Road, Brookline, Mass. 02146.

We strongly recommend that collectors of trans-Pacific mails and U. S. offices in Japan procure a copy of Dr. Spaulding's article.

A LIST OF REFERENCE WORKS ON THE 1861 ISSUE

From the standpoint of working with the stamps themselves, dealing with the plate varieties, and actually plating the stamps, probably no issue of stamps anywhere can excel the U.S. 1851 issue. It is probably for this reason that every denomination of the issue through and including the 12c has had a separate book or more written concerning it. While that issue is also rich in postal history, in our opinion, it is not the prime motivator for writing books such as has been done about the 1851 issue.

Probably the 1861 issue is fully as interesting from a postal history standpoint, and several of the stamps are also of great interest and are avidly collected in specialized collections of a single denomination. Yet, only one denomination has been the subject of books;—the Black Jack. We suspect the reason is that

none of the denominations has been plated, to our knowledge, and, as a matter of fact, we know of no particular effort in that area. The 3c 1861 would be very difficult to plate, even if the variations permitting plating existed, due to the rather dull shades in which that stamp was usually printed.

In spite of this, a fairly comprehensive and useful library can be assembled to be used in collecting this issue. Additions to the following list (and comments) will be most welcome. Listings are in approximate order of importance (in the Editor's opinion) in three broad categories: stamps, proofs and essays, and postal history.

- Brookman, Lester G., *The United States Postage Stamps of the 19th Century*, 3 vol., 1966-67, H. L. Lindquist, N.Y. The basic reference for classic U.S. and, the predecessor volumes, *The Nineteenth Century Postage Stamps of the United States*, issued in 2 volumes in 1947 are also quite useful in the absence of the later issue.
- Luff, John N., *The Postage Stamps of the United States*, The Scott Stamp & Coin Co., New York, 1902-1937. This writer prefers the reprint issue, with illustrations (which could not be done in the original volume) put out by *Weekly Philatelic Gossip*, in the early 1940's.
- Cole, Maurice F., *The Black Jacks of 1863-1867*, Chambers Publishing Co., Kalamazoo, Mich., 1950.
- Lane, Maryette B., *The Harry F. Allen Collection of Black Jacks*, The American Philatelic Society, State College, Pa., 1969. Still available, and well worthwhile.
- Ashbrook, Stanley B., *The United States Issue of 1869, preceded by Some Additional Notes on The Premiere Gravures of 1861.*, Reprinted from the *American Philatelist*, 1941-44, and issued by the author.
- Perry, Elliott, *Pat Paragraphs*, Issues 1-58, 1931-58. Many short articles on both the 1861 stamps and their postal history.
- Ashbrook, Stanley B., *Special Service*, 81 issues, 7 series, 1951-57. Much about the 1861 stamps and their uses, scattered through the issues.
- Chase, Dr. Carroll, *Classic United States Stamps, 1845-69*. Published by Herman Herst, Jr., Shrub Oak, N.Y., 1962. Good, brief, basic run-down of these issues, with illustrations from the Silsby collection. Last we knew, still available from the publisher.
- There have been many magazine articles on 1861 stamps, in such as the *Collectors Club Philatelist*, *Essay Proof Journal*, and *American Philatelist* in which the rather hot discussion regarding the status of the "Premieres Gravures" mostly took place about 30 years ago. Still interesting reading. Does someone wish to make a list?
- Brazer, Clarence W., *Essays for U.S. Adhesive Postage Stamps*, American Philatelic Society, 1941. There are just a world of applicable works on postal history and markings. We consider the following well-nigh indispensable (and feel sure we will omit books others consider equally important).
- Hargest, George E., *History of Letter Post Communication Between the United States and Europe, 1845-1875*. Smithsonian Studies in History and Technology, Number 6. Published by Smithsonian Institution Press, Washington, D.C., 1971. The basic work on Trans-Atlantic mails under the treaties and exchange agreements. Still available from the Supt. of Documents.
- Blake, Maurice C., and Davis, Wilbur W., *Boston Postal Markings to 1890*. Severn-Wylie-Jewett Co. Portland, Maine, 1949. About Boston markings, but quite useful as a general postal history reference on the U.S.
- Simpson, Tracy W., *United States Postal Markings and Related Mail Services, 1851-1861*. Published by the U.S. 1851-60 Unit No. 11, APS. (Now, of course, the U.S.P.C.S.), 1959. Lots of overlap into the 1861 era. Unfortunately, now out of print, and difficult to acquire.
- Remele, C. W., *United States Railroad Postmarks, 1837-1861*. Published by the U.S. 1851-60 Unit No. 11, APS, 1958. Also a good deal of overlap; also out of print and difficult to acquire.
- Towle, Charles L., and Meyer, Henry A., *Railroad Postmarks of the United States, 1861-1886*. Published by U.S. Philatelic Classics Society, 1968. The basic work on route agent markings, because of the introduction. Still available.
- Klein, Eugene, *United States Waterway Packetmarks, 1832-1899*, J. W. Stowell Printing Co., Federalsburg, Md., 1940; Supplement published in 1942. Should be purchased with the supplement, as the latter is seldom available by itself. This is the basic work on the "purser's marks" which appear on letters, but are mostly not really postal markings. Still a very useful book to the postal historian.
- Norona, Delf, *Cyclopedia of United States Postmarks and Postal History*. Issued in two volumes, 1933 and 1935, sponsored by APS, but published by the author and editor. Contains many articles concerning markings involving the 1861 period.
- Norona Delf, *General Catalog of United States Postmarks*, sponsored by APS and published by the author, Moundsville, W. Va., 1935. Goes with previous.
- Herst, Herman and Sampson, E. N., *19th Century United States Fancy Cancellations*, published by Herman Herst, Jr., Shrub Oak, N.Y., 1963. Contains a very large amount of cuts and listings but very little information on each, since this is predominantly a catalog. Now out of print.
- Linn, George W., *The PAID Markings on the 3c U.S. Stamp of 1861*, George W. Linn Co., Sidney, Ohio, 1955. Fairly comprehensive catalog of these markings.

- Laurence, Robert, compiler, *The George Walcott Collection of Used Civil War Patriotic Covers*, Robert Laurence, New York, 1934. The only compilation of which we know that lists—and illustrates—most of the thousands of these designs. Actually an auction catalog (251 pages, 3253 lots!) but very useful.
- Huber, Leonard V., and Wagner, Clarence A., *The Great Mail, A Postal History of New Orleans*, American Philatelic Society, State College, Pa. 1949. Has useful information but has been out of print a few years.
- Thompson, H. K., M.D., *United States County and Postmaster Postmarks*, Billig Handbook on Postmarks, Vol. 8, Fritz Billig, Jamaica, N.Y. 1949.
- Nathan M. C., and Boggs, W. S., *The Pony Express*, Collectors Club Handbook, N.Y., 1962. Probably still available. Useful.
- Sloane's Column*, compiled alphabetically by subjects by George T. Turner, Bureau Issues Association, Inc., West Somerville, Mass., 1961. Has much about 1861's; unfortunately, long since out of print.
- Hale, H. Warren K., compiled and arranged by Elliott Perry, *Byways of Philately*, J. W. Stowell Printing Co., Federalsburg, Md., 1966. Mostly about locals and privately owned posts, but a few good short pieces concerning the 1861's by Perry. Unfortunately, out of print for some time.
- Van Vliissingen, Arthur, and Waud, Morrison, *New York Foreign Mail Cancellations*, Collectors Club of Chicago, 1968. Replaces the Milliken work of some years ago. Still available in standard edition.
- Karlen, Harvey M., Editor, *Chicago Postal History*, Collectors Club of Chicago, 1970. Based mostly upon writings and interests of Richard McP. Cabeen, contains a good deal of postal history of the 1860's. Recently published.
- ter Braake, Alex L., *Texas, The Drama of Its Postal Past*, American Philatelic Society, State College, Pa., 1970. Still in print. Comprehensive, includes much about 1860's.
- Meyer, Henry A., and Rear Rdm. Frederic R. Harris, etc., *Hawaii, Its Stamps and Postal History*, Philatelic Foundation, N.Y., 1948. Standard work on Hawaii, but many connections with 1861 U.S. issue. Still in print.

There are many other books, pamphlets, etc.—such as those on Confederates and Postal Stationery which could be included with this list. In addition, there are the *Stamp Specialist* and *Congress Book* series, the former out of print, and the older issues of the latter also not available readily, but both containing much about 1861's.

Lastly, we should probably comment to the effect that the older a book, the less authoritative we should consider it. Luff's *The Postage Stamps of the United States* is a good example of this. It contains a great deal of good information, but it also contains the great misconception about the "premieres gravures" and it is easy to find other statements which have been disproved by later researchers, such as Ashbrook, Perry and Brookman. The same holds true of magazine articles. There are old articles which contain very authoritative statements on subjects which are today, still considered unsolved or at least unproven. These old publications are well worth owning, but it also should be recognized that there are many inaccuracies—and, perhaps the same can be said about newer publications. However, there is a considerable difference in scholarship or the attitude towards research today as compared to twenty years ago. We are not nearly so hesitant to put something in print with a questioning attitude of not knowing the whole story. The writers of years ago often attempted to convince readers of things of which they really had no proof—or were not quite sure, themselves. We should not be misled by some of the very aggressively positive statements which appeared in print then.

EARLIEST KNOWN USAGE OF AN 1861 STAMP

A paragraph bearing the above title appeared on page 204 of *Chronicle* No. 72, and it pictured and described a 1c 1861 stamp bearing a Baltimore year-dated postmark of Aug. 17, 1861.

Mr. Al Zimmerman, a *Chronicle* advertiser and respected dealer, has written, commenting that "as far as the records go, a # 63 tied on cover with an Aug. 19, 1861 year date, is the earliest known use of a 1c 1861 stamp." Mr. Zimmerman also commented that the late Larry Fisher had owned 2 covers, bearing Scott's Nos. 63 and 65, with Philadelphia datestamps of August 19, 1861 from an original correspondence, and having enclosed letters which positively date the covers

(Continued on page 100)

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

Charles L. Towle

I—Remele Catalog—

(1) One of the continuing unresolved questions in railway markings is the proper route assignment for the 33 mm. black "CENTRAL R.R." marking of the 1857-61 period. Remele assigned C-5a to this marking and implied it was used on Central Railroad of New Jersey from Elizabethtown, N.J. to Easton, Pa. There has never been any proof of this cataloging and it could just as well be Central Ohio R. R. or several other routes. Herman Herst's auction sale of March 14, 1972, contains two examples of this interesting and rare marking which I have had the pleasure of examining. They are both addressed to the same party in Four Corners (Huron Co.), Ohio, one with #65 tied and the other with pair #65 tied, but to my frustration there is no letter, back address or any indication of origin in spite of the enthusiasm of the cataloger. My records now show six examples of this marking addressed to following points:

Danville, Penna.
Four Corners, Ohio (2)
New Milford, Conn.
Newark, N.J. (2)

It is earnestly requested that our readers report any additional examples of this marking—hopefully with point of origin.



C-5 a

(2) Bill Wyer furnishes two reports on Remele listings for addition to the record—N-14c—N.York & N.Haven R.R.—black open circle used on #11 possibly indicating 1851-57 period of use and R 9—Richmond & Ptrsbg. R.R. 31½ mm. marking on #1 in black thus adding black in the 1847-51 period to the record.

(3) Through the courtesy of Roger Heinen I have had an opportunity to study a most unusual stampless cover bearing what certainly has to be the earliest "Rail Way" marking in existence. This cover is postmarked "BOSTON, MS. Sep. 16" in red circle and carries red 3 x 22½ mm. straight line "RAIL WAY." Cover has manuscript 6 rate marking and is addressed to The Selectmen of Acton, Mass. The contents are printed and because of the historical nature we are reporting in full:

CIRCULAR

The expediency of constructing a railroad from Boston westward to the Hudson river, must depend in a great measure upon the amount of travel, and the number of tons of various articles to be transported. The Commissioners, now engaged in the survey, are anxious to obtain from the several towns

on and near the proposed route, as full and as accurate information as possible upon this and other topics connected with the subject. But the time requisite for this purpose is more than can be spared by them from their present employment. To expedite the accomplishment of their arduous labours, the Commissioners have, by their letter, specially requested the Railway Committee in Boston to afford their assistance in Boston, by a delegation from their body. Accordingly the undersigned have been appointed, "to open a correspondence with the selectmen of the several towns, and other distinguished individuals, with the view to obtain a minute and correct statement of FACTS, so highly important and necessary to the success of the enterprise."

In performing the duties assigned us, and with the hope to develop some of the internal resources of the Commonwealth, we respectfully solicit in behalf of the Commissioners, your immediate attention to the following inquiries:

First What number of tons of commodities are annually brought in and consumed, or used, by the inhabitants of the town in which you reside. From whence are they brought, and of what articles do they consist?

Second What number of tons in your town are annually raised, or wholly produced from natural resources, within its limits, for the market. Of what articles do they consist, and to what market are they sent?

Third What is the number and kind of manufactories in your town—and what number of tons, of raw materials, and manufactured fabrics, does each annually transport, to and from market?

Fourth What number of water powers, if any, are now occupied in your town to advantage. How many unoccupied can be procured within the same. For what purposes could they be best employed. And, if so, what additional numbers of tons would they probably furnish each way for transportation?

Fifth What price per ton is usually paid in your town for transportation to and from market—and what proportion is now done by hired carriers?

Sixth What number of stages weekly pass to and from your town. To what lines do they belong. And what is the average number of passengers?

Seventh Can good building-stone for constructing a Rail-Road be obtained within the limits of your town. And, if so, at what price per foot, running measure, rough-split and delivered at the quarries?

These questions we hope it will be in your power to answer with a considerable degree of accuracy, by the assistance of such intelligent persons as will be ready to co-operate with you in the inquiry. The information thus obtained must form the principal data, on which to calculate the amount of business which would be facilitated by the proposed Rail-Road. The increase of business to be expected from a great diminution in the cost of transportation, must be in a great measure a matter of conjecture, or on which all computation must be in some degree uncertain. As, however, the opinion of intelligent gentlemen in different parts of the commonwealth, of probable increase business, and of the value of property, in their respective towns, consequent to the proposed improvement, will be entitled to great weight, we venture to propose the following additional questions, to which we solicit an answer, provided your inquiries shall enable you to form an opinion. Any reasons which you may think it important to give, in support of these opinions, will add to the value of your answer.

Eighth What number of acres does your town contain. What is the average price per acre. And how much would a rail-road, with an increase of settlements like those now generally on the Erie canal, enhance the value?

Ninth If the price of transportation was reduced to one seventh part its present cost, so that plaster of Paris, and other manures, could be cheaply furnished, what additional quantity of agricultural produce would your town probably furnish annually for the market?

Tenth If the price of transportation was reduced as above, what other articles in your town, such as wood for fuel, lumber, granite, marble, lime, slate, and other building materials, iron ore, peat coal, clay, etc. would be increased in value. And what quantity, if any, would probably be annually furnished for transportation?

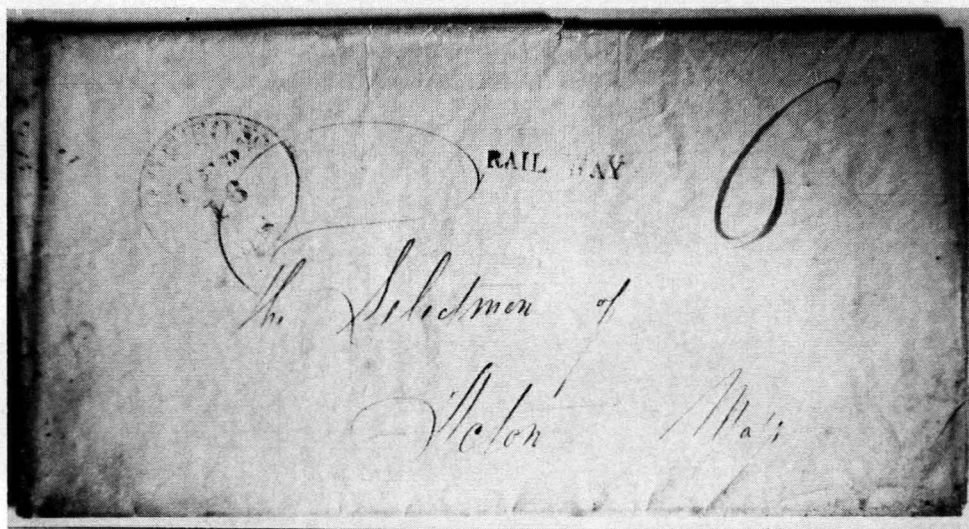
Eleventh Should a rail-road be located through your town, and owned by the state, would the land necessary for same, and the fences, be given?

The importance of your town, and the public nature of the subject, will excuse an earnest desire for a reply, as soon as possible consistent with your convenience. And for that, and any further information you may have the goodness to communicate, connected with the great object in view, you will please to accept a grateful and lasting acknowledgement.

With the highest respect, we have the honor to be, Gentlemen, your most obedient servants,

Boston, 12th of September, 1827.

Abner Phelps
Nathan Hale
Henry Sargent
William Foster
Andrew J. Allen
John P. Bigelow



As a railroad man all I have to say is—How times have changed. Since the first route agent was appointed in 1837 ten years after this letter and the first railroads in this vicinity were not opened until 1835—eight years after this letter—how is the Rail-Way marking accounted for? One possibility was that having a number of towns to solicit and apparently being in a rush, that the committee had a handstamp made with RAIL WAY in the hopes that being a prime topic of the day the marking would induce the recipients to handle the enclosed matter more expeditiously. Another possibility would be that the recipients applied the RAIL WAY marking as a file mark but this seems unlikely considering the cost of making such stamps. It is difficult to attach any meaning to the marking in the matter of the mail being handled. Any suggestions, comments or interpretations of this marking would be most welcome for further discussion in this column.

II—Towle-Meyer Catalog—

Addenda—Plate XXV

Maine

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

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

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

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

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

Plate XXV



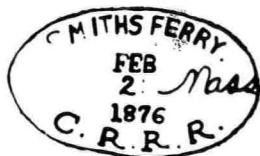
2-C-2



11-D-2



12-A-1



35-S-8



84-B-1



105-A-3



121-S-4



127-S-1



134-B-1



189-S-2



192-S-1



274-H-2



193-F-1



J. GRAHAM Humphrey
April 13 1878
Manchester & Bridgeton N

241-H-1



274-S-30



274-S-31



274-S-32



274-S-33



302-I-2



303-S-10



304-D-1

Plate XXVI

Pack's Rail Road
Dec 9

305-Y-1



337-J-1



353-E-1

North Eastern Railroad.
SEP 1 1874
GOURDINS.

340-S-1



364-A-1



368-A-1



404-C-2



420-H-1



420-I-1



420-J-1



423-D-1



456-S-5



476-D-1



516-B-1



522-S-4a



524-S-9



524-S-10



550-H-1



561-R-1



561-U-1



571-C-2



571-F-1



573-D-2

Vermont

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

Connecticut

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

New York

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

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

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

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

Pennsylvania

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

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

193-F-1: 26 black, Banknote. 9. (Williamsport to Elmira division of Northern Central R. R.).
(21 min. black EPHLIN killer—Route Agent).

New Jersey

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

Maryland

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

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

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

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

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

Virginia

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

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

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

Plate XXVI

Virginia

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

South Carolina

337-J-1: 25½ black, Banknote. 6. (Belton & Walhalla).

340-S-1 28½ x 18 box, blue, black, WYD 1872, 1874. 13. (Corrected listing—formerly shown as GOULDINS—contains verifying letter).

Georgia

353-E-1: 25 black, 1875. 5. (Macon & Augusta).

Catalog Route 364: Brunswick-Albany, Ga. BRUNSWICK & WESTERN R. R.

Route Agents: Brunswick-Albany, Ga. 1873, 1875, 1877, 1879, 1881—2 Agents, 1882, 1883—2 Clerks—172 miles.

Markings: 364-A-1: 27½ black, WYD 1885. 5.

Catalog Route 368: Tallulah-Athens, Ga. NORTHEASTERN RY. of GEORGIA.

Route Agents: Lulu-Athens, Ga. 1882-1 Clerk, Tallulah-Athens, Ga. 1883, 1885, 1886—2 2 Clerks—73 miles.

Markings: 368-A-1: 27 black, WYD 1885. 6.

Alabama

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

Mississippi

420-H-1: 26 blue, Banknote. 5. (Columbus & Corinth).

420-I-1: 26 black, Banknote. 4. (Columbus & West Point).

420-J-1: 26½ black, Eighties. 3.

423-D-1: 26½ black, Banknote. 12. (Mississippi & Tennessee).

(Continued on page 99)

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

CALIFORNIA TO AUSTRALIA, VIA PANAMA AND LONDON, IN 1869

George E. Hargest

Mr. Dale A. Orrill, RA 1290, a new member of the Society, residing in Hartwell, Victoria, Australia, at the solicitation of Mr. Creighton C. Hart, submits a most interestingly routed cover illustrated as Figure 1. This cover originated in San Bernardino, California, on 3 March 1869, prepaid 22 cents, and was undoubtedly intended to be sent direct from Panama to Australia by a steamer of the Panama, New Zealand and Australia Royal Mail Company (called the Panama line).¹ The rate by this line was 22 cents per half ounce, the United States claiming postage of 10 cents under section 8, Act of 1 July 1864,² which provided that mail be prepaid to the frontier of those countries with which the United States had no postal convention. To this rate the British added their "Colonial" rate of 6*d*, or 12 cents. Under this arrangement, prepayment of the 22 cent rate was compulsory in the United States, but on this route, mail posted in Australia was prepaid 6*d*, and the United States postage of 10 cents was collected on delivery, thus, the U.S. 10 cents rate was always collected in the United States, in U.S. notes or in coin.³

The route of this line between England and Australia was divided into three parts. Between England and Colon, New Granada, by the Royal Mail line, via St. Thomas. Between Colon and the British Packet Office at Panama, via the Panama railroad. Between the British Packet Office at Panama and Sydney, New South Wales, via Wellington, New Zealand. Mails posted on the west coast of the United States to be sent by the Panama line to New Zealand or Australia were forwarded from the San Francisco office to the British Packet Office at Panama by a vessel of the Pacific Mail Steamship Company, whence they were sent by the Panama line direct to Australia. Mails posted elsewhere in the United States addressed to Australia or New Zealand, via the Panama line, were sent to New York, which was an exchange office for the dispatch of British mails, where a credit of 12 cents per half ounce was applied to outgoing letters. The New York office charged incoming letters 10 cents to be collected on delivery in currency. The New York office forwarded this mail to Aspinwall by a vessel of the United States Mail Steamship Company, whence it was sent to the British Packet Office at Panama and from there to New Zealand or Australia by the Panama line.

On 1 January 1868, the rate to Australia, via Southampton, also became 22 cents. This rate was supplied by the U.S.-British convention, effective 1 January 1868, and set a rate of 10 cents for U.S. postage, which covered sea and U.S. inland postages. The British charged the 6*d*, or 12 cents, "Colonial" rate. This arrangement was repeated in the U.S.-British convention effective 1 January 1869, with one exception. On incoming letters paid to destination during 1868, the British credited the United States with 3 cents for inland postage; during the period 1869 to 1 July 1875, the United States received a credit of 2 cents. On incoming unpaid letters, the whole postage was collected in coin, or in depreciated currency. On outgoing letters prepayment was compulsory.

The routing arrangements for mail forwarded by the British Packet Office at Panama were first set forth in additional articles to the U.S.-British treaty of 1848, which became effective on 1 October 1853.⁴ These articles provided for an exchange of mails between the postoffices of New York, Charleston, Savannah, New Orleans, San Francisco and the British Packet Office at Panama. They pertained only to mail destined for or sent from the ports on the western coast of South America where the British packets touched. They were undoubtedly

drawn to provide the conditions under which mail would be conveyed by the ships of the Pacific Steam Navigation Company. It should be noted that New York was already an exchange office for British mails, but Charleston, Savannah, New Orleans and San Francisco were not constituted as exchange offices for the mail exchanged. The mails exchanged with the British Packet Office at Panama were merely limited to mails forwarded from these ports. Although not exchange offices, each mail forwarded by the U.S. postoffices to the British Packet Office at Panama had to be accompanied by a letter-bill of prescribed form, and *vice versa*, from the Panama Packet Office. Acknowledgments of receipt were also exchanged. The letter-bills and acknowledgments of receipt were to serve as vouchers for the quarterly account. Article IX provided:⁵

The amount due the British office for the correspondence transmitted under the regulations now agreed upon shall be placed to the credit of the United Kingdom in the general account between the Post-Office of the United Kingdom and the Post-Office of the United States, prepared Quarterly in the General Post-Office, London.

Thus, the London office performed the accounting for this mail, evidently, on the basis of the above information furnished by the British Packet Office at Panama.



Figure 1. The San Francisco office forwarded this letter to the British Packet Office at Panama and intended it be sent directly to Australia by a ship of the Panama, New Zealand and Australia Royal Mail Company. This line, however, had ceased to run, and the British Packet Office marked it in red with the British postage. It was forwarded to Colon and sent to Southampton, via St. Thomas, by the Royal Mail line. The London office sent it in the regular "via Southampton" mail to Australia.

In 1863 San Francisco became an exchange office for British mails.⁶ While it was to receive and distribute mails, it was not to dispatch mails to the British exchanging offices. Although not specified, this arrangement appears to have been maintained under the new U.S.-British conventions which became effective on 1 January 1868 and 1869. The convention effective in 1868, in Article III of the detailed regulations,⁷ provided:

The mails which are exchanged between the British Packet Office at Panama and the offices of New York and San Francisco shall comprise correspondence passing between the States on the West Coast of South America or the British Colonies of Australia and New Zealand and the United States of America.

Thus, provision was made for the conveyance of mail by the Panama, New Zealand and Australia Royal Mail Company. This provision was repeated in the U.S.-British 1869 convention.⁸

Originally, mail to be sent to Australia, posted on the west coast, and intended to be sent, via Southampton, was so endorsed and sent to the San Francisco office. This mail was forwarded by the San Francisco office to Panama by a ship of the Pacific Mail Steamship Company, and thence across the Isthmus to Aspinwall, whence it was sent to New York by a ship of the United States Mail Steamship Company, arriving in New York in bags closed at San Francisco. By 1869, however, the bulk of letter mail was sent from San Francisco overland to New York. Regardless of the route by which the mail arrived, the New York exchange office marked the letters with the proper credit to Great Britain and forwarded them by the regular transatlantic packets sailing from New York.

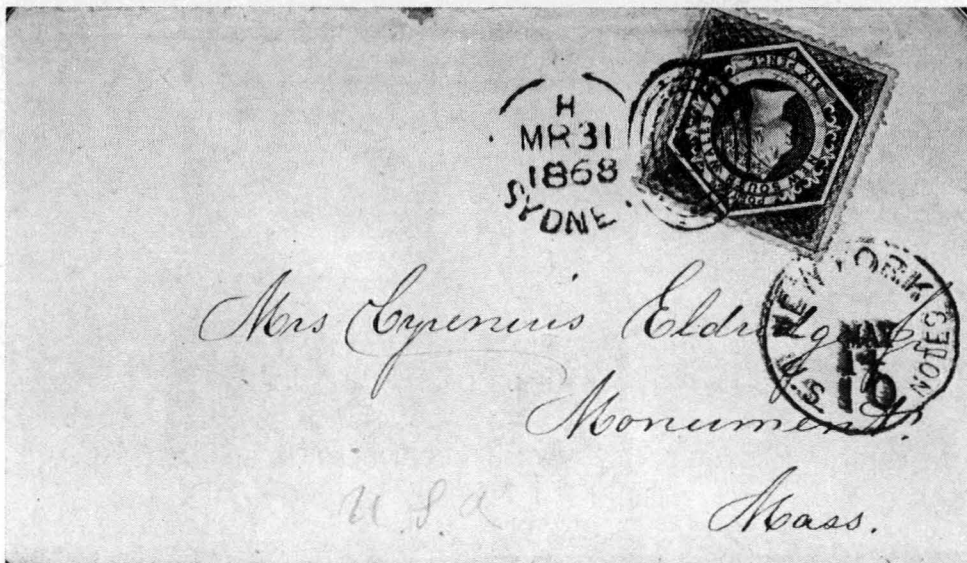


Figure 2. This cover was sent from Sydney by a ship of the Panama, New Zealand and Australia Royal Mail Company. It passed through the British Packet Office at Panama, and was forwarded to New York, via Aspinwall, in bags closed at Sydney. The New York office marked it for a collection of the U.S. postage of 10 cents in U.S. notes.

In the Bulletin of the Postal History Society (Great Britain), No. 172, p. 168,⁹ is illustrated the front and back of a cover that was sent to Australia by the Panama line. This cover originated in Culverville, California, on 11 July 1868 and is addressed to New Castle, New South Wales, and endorsed "Direct/Via Panama." It bears a San Francisco marking dated 22 July, and is prepaid 23 cents by two 10 cent and a 3 cent of the 1861 issue (1c overpay); if there is grilling on the stamps it is not evident in the illustration. It also bears a circular (about 20mm) A/PANAMA/AU 5/68 marking and a "12/CENTS" marking, probably in red, with "CENTS" in arc. This marking is distinctly British and was evidently applied by the British Packet Office at Panama and could indicate a credit to the British post office for the 6d "Colonial" rate, or the fact that the 6d, or 12 cent British rate was paid. On the letterbills that were sent to London, it would amount to the same thing. On the reverse is a Sydney receiving mark dated 9 October 1868, and a New Castle marking dated 13 October 1868.

The cover illustrated as Figure 1, bears on its reverse a San Francisco marking dated 10 March (1869). The Panama line began operations in 1866 and ceased to run in December 1868. The U.S. Mail and Post Office Assistant, however, kept the rate alive until March 1869, after which it was deleted. The San Francisco office, however, evidently did not know that the rate was no longer available and sent this letter to the British Packet Office at Panama, instead of

to New York for conveyance by the Southampton route. The Panama office applied its marking and the "12/CENTS" marking in red and forwarded the letter to Southampton by a ship of the Royal Mail line, via St. Thomas. The cover arrived in London on 26 April 1869, whence it was sent by the regular Southampton route to Australia. On the reverse is a Sydney marking dated 9 July 1869. The cover by the Panama route was 79 days from San Francisco to Sydney, while the cover illustrated as Figure 1 required 121 days to reach Sydney from San Francisco.

Figure 2 illustrates a cover that originated in Sydney addressed to Monument, Mass. It is prepaid 6d by a 6d violet stamp of New South Wales. The Sydney marking is dated 31 March 1868. This letter was sent direct by the Panama line, and evidently passed through the Panama office in closed bag and thence to New York, via Aspinwall. The New York office applied a black NEW YORK/MAY/14/U.S. 10 NOTES marking indicating a collection of 10 cents in U.S. notes. Depreciated currency ratings were not applied to the 10 cent rate established by section 8, Act of 1 July 1864. Had this letter been sent by the Southampton route, it would bear a prepayment of 11d, a London marking, and a credit of three cents to the United States. This letter required only 44 days from Sydney to New York. There are no markings on the reverse of the cover.

Footnotes

- 1 Robinson, Howard, *Carrying the British Mails Overseas*, pp. 206-212.
- 2 Luff, John N., *Postage Stamps of the United States*, appendix, p. 395.
- 3 Hargest, George E., *History of Letter Post Communication Between the United States and Europe—1845-1875*, p. 189.
- 4 *16 Statutes-at-Large* 811-12.
- 5 *Ibid.*, p. 812.
- 6 Hargest, *op. cit.*, pp. 135-6. See also *16 Statutes-at-Large* 830.
- 7 *British and Foreign State Papers*, vol. LVII, p. 158.
- 8 *Ibid.*, vol. LVIII, p. 51.
- 9 Cover contributed by A. Rigo de Righi.

AMERICAN PACKET MAIL TO AND BEYOND FRANCE, VIA ENGLAND JANUARY 1 to APRIL 1, 1857

MELVIN W. SCHUH

In his book, "HISTORY OF LETTER POST COMMUNICATION BETWEEN THE UNITED STATES AND EUROPE 1845-1875", Professor George E. Hargest has referred to the scarcity of covers from the United States to France showing American Packet service, via England, during the three months period, January 1 to April 1, 1857. (See page 65). This subject was also covered in an article by Professor Hargest in the October 1966 *Chronicle*, Whole No. 53, page 137. This scarcity is due partly to the small number of American Packet sailings, because of the decline in Collins Line service, and also to the much lower rates then available on British Packet Mail.

Professor Hargest stated that only five American covers had been noted which were mailed in the three month period and all of these were carried by Collins Line steamers. It is therefore a pleasure to report the recent discovery of two additional covers illustrating this service. One of these was carried by the "Washington" of the Ocean Steam Navigation Company and the other by the "Fulton" of the New York and Havre Steam Navigation Company.

Figure 3. shows a letter, mailed in Dixon, Illinois on February 16, 1857, addressed to Paris, France. American Packet postage was prepaid, partly in cash, as indicated by the "PAID 21" marking over the three cent Nesbitt. The letter was sent to New York where the "NEW YORK/AM. PKT." exchange marking was applied. It was placed aboard the Ocean Line steamer "WASHINGTON" which sailed from New York on February 21 and carried the letter to Southampton. It was forwarded to London and then to Dover where it crossed the Channel to Calais. The French exchange marking, "ETATS-UNIS PAQ. AM./A. CALAIS A /8/MARS/57" and the 5 (decimes) French collect marking were

applied by the traveling office Calais to Paris. The Paris receiving marking appears on the back of the letter.

Apparently this letter was carried in a closed bag which was not opened until it arrived in Calais. Therefore it did not receive two markings which appeared on Collins Line covers of this period. These are the London transit marking and the "GB/40c" tray marking, which indicates the basis of exchange between Great Britain and France. It should be noted that commencing on April 1, 1857, when the U.S.-French Postal Convention became effective, all French Mail was "closed" while passing through England. Therefore for nearly thirteen years while the Convention was in effect French Mail letters did not show British markings.

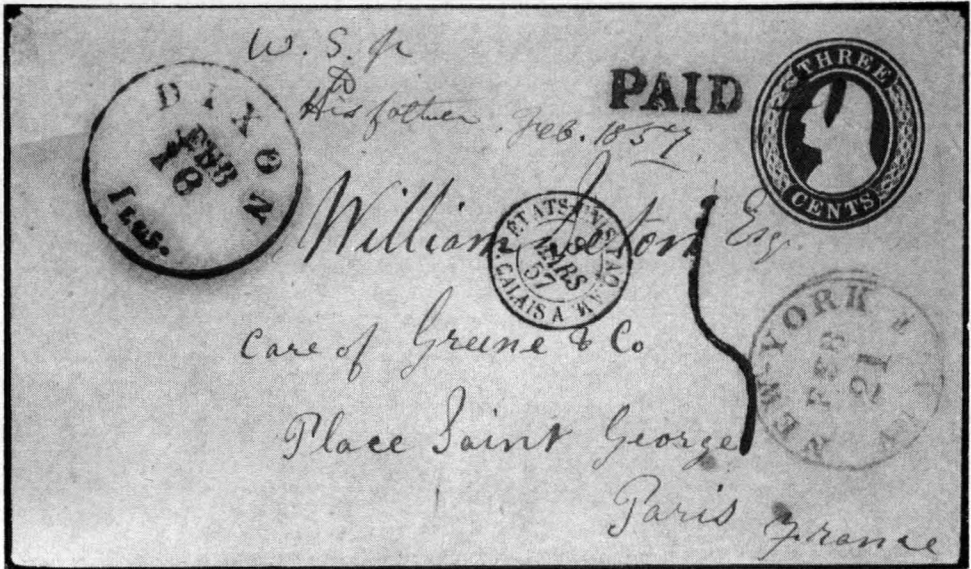


Figure 3. An American packet cover during the "three months period" conveyed by the Ocean line ship "Washington."

The second letter was mailed in New Baltimore, Michigan on February 20, 1857 addressed to Orsieres in the Canton of Valais, Switzerland. This letter is not illustrated because some of the markings are indistinct. However, from the clear markings on the letter the service can be determined.

On the face of the cover is a fine strike of the "GB/40c" tray marking, which confirms the American Packet service. This marking was applied in London to overseas mail on which sea postage had been prepaid.

Although the New York American Packet marking is indistinct, the routing may be determined from the London transit marking dated March 20, 1857. This was the date of arrival in Southampton of the Havre Line steamer "Fulton" which had sailed from New York on March 7, 1857. Since this was the only American Packet sailing on that date it is concluded that the letter was carried to Southampton by the Fulton, forwarded to London and on to Calais as previously described. Since the letter had been placed in the "English Bag" it was turned over to the English at Southampton instead of continuing to Le Havre with the Fulton.

The exchange marking of the Calais-Paris traveling office, "ANGL./AMB. CALAIS B / 21/MARS/57" was applied. This identified the letter as coming from England but did not specify the place of origin. The letter was forwarded to Switzerland and carries on the reverse side a "LAUSANNE" transit mark and an illegible receiving mark. The collect postage in Switzerland, marked in red

crayon cannot be read because it was partly erased in an attempt to obliterate the name of the addressee.

This cover is no longer a thing of beauty but it is still important to record it since it illustrates an additional use of the rare American Packet Service and the use of a steamship line not previously reported for the period. Also it seems to be the first cover addressed to a country beyond France.

A LATE OPEN MAIL COVER TO ROME

Mr. Raymond Vogel, RA 563, reports the cover illustrated as Figure 4. This cover has many facets of interest. It is not believed that it was taken to the general post office in Boston, although it originated in that city, but, rather, was posted in a letter box, or at a local office. It is franked with 24 cents by a pair of 12c stamps of the 1861 issue. Markings on its reverse indicate 1864 usage. In 1864 the rates to Rome were as shown in Table I:

TABLE I
Rates to Rome in 1864

Prussian closed mail	44c prepaid per ½ oz.	
Brem/Hamb direct	28c prepayment	optional per ½ oz.
French mail	27c do	do per ¼ oz.

According to the table of postages to foreign countries published in the *U.S. Mail and Post Office Assistant*, these were the only rates available to Rome. As can be seen this cover was underpaid by any of the rates for the above routes. Although not listed since April 1857, the open mail rates, 5c by British packet and 21c by American packet, were still available by treaty.

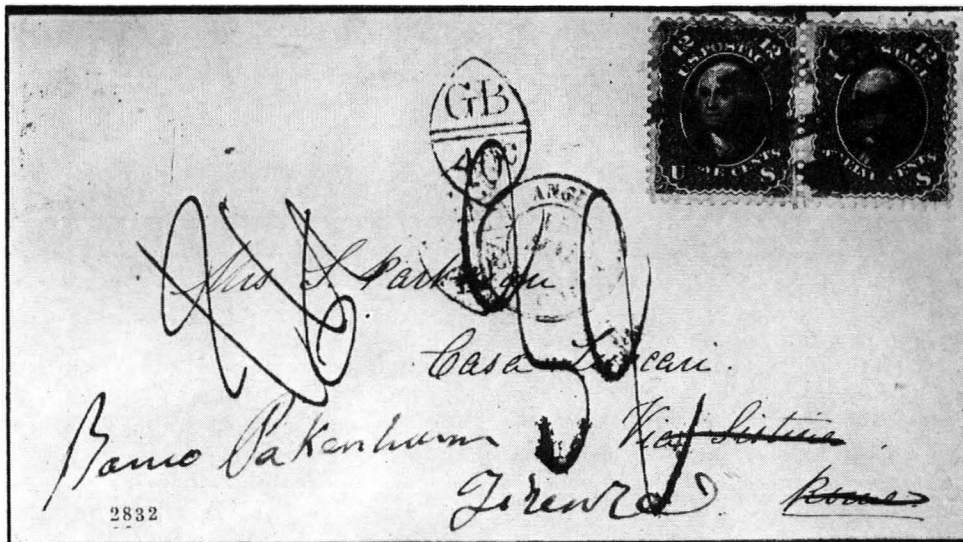


Figure 4. A cover by the unlisted British open mail route to Rome.

If the writer of this letter had taken it to a Boston post office, he would have learned the correct rates. But if he posted it in a letter box, why did he pay 24 cents? The answer to this question will never be known, but some reasons may be suggested. He may have known the rate to England and had heard that England would forward letters prepaid to that country. He may have known that the rate by American packet by open mail was 21 cents, but fell into the error made by many postmasters. This admonition is carried in many issues of the *U.S. Mail*, this being taken from the issue of February 1868, page 2:

Some postmasters, at inland offices, are in the habit of requiring a three cent stamp to be affixed to letters directed to foreign countries, apparently under the impression that the postage to New York is required to be

prepaid, as well as the foreign rates. This is not the case. The rates published in the Foreign Postage Table cover the postage from or to any part of the United States.

If postmasters were under the impression that an extra three cents were necessary, a considerable portion of the public must also have been so misinformed. Whatever the reason may have been, this letter was prepaid with 24 cents.

The letter must have placed the Boston exchange office in a quandary. Unless it was sent as unpaid in the Bremen-Hamburg or French mails, it could not be forwarded by any of the published routes. The letter was not endorsed to be sent by any route so the Boston office could make its own determination. It was evidently decided to send it in the open mail to Liverpool by American packet, three cents overpaid by that route.

The BOSTON AM. PKT marking applied in red shows the date of 30 April (1864) which was a Saturday. Mails for the American packets sailing from New York were made up at Boston on Fridays. Boston, however, made up a mail on Saturdays for conveyance by the Allan line steamers from Portland, Me., sailing on the same day. The date in the Boston American packet marking, therefore indicates that this letter was conveyed to Liverpool by the *Nova Scotian*, which sailed from Portland Me., on Saturday, 30 April 1864.

The letter arrived in London on 14 May 1864 and was forwarded to France. The London office marked it with a London marking on the reverse and with a GB/40c marking on the face, indicating that it was forwarded to France charged with transit postage at the rate of 40 centimes per 30 grams, bulk weight of such mail. It arrived at the ambulant postoffice, Calais to Paris (ANGL. AMB. CALAIS marking, date unreadable), where it was placed in a closed mail to Rome. The French office charged it with 26 decimes, by marking it "26" in manuscript. The Rome receiving mark bears the date of 18 May 1864 and has beneath it "VIA DI MARE" meaning "BY SEA." This indicates that the letter was sent through France to Marseilles and thence by Mediterranean packet to Civitavecchia, and thence to Rome. The letter was forwarded from Rome to Florence (Firenze), the "26" was crossed out and a collection of "32" indicated.

Very few covers were sent to the continent of Europe by British open mail after 1 April 1857, and one as late as 1864 is, indeed, exceptional.

RAILROAD POSTMARKS (Continued from page 92)

Arkansas

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

Texas

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

Tennessee

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

Kentucky

522-S-4a: 30-19½ D. Circle, blue, WYD 1883. 12. (Cincinnati Southern).

524-S-9: (31½) x 25½ Oval, blue, WYD 1877. 18. Partial. (Louisville, Cincinnati & Lexington R. R.).

524-S-10: 31½ x 26½ Oval, blue, WYD 1881. 16. Partial.

Ohio

550-H-1: 26 black, Banknote. 4. (Salamanca & Akron).

561-R-1: 26 black, Banknote. 10. (Terre Haute & Indianapolis).

561-U-1: 27 black, Banknote. 4. (Columbus & Cincinnati).

571-C-2: 27 black, Banknote. 2. (Grafton & Cincinnati).

571-F-1: 26½ black, WYD 1890. 3. (Parkersburg & Cincinnati).

573-D-2: 27 black, WYD 1881. 4. (Cleveland, Hudson & Columbus).

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THE 1861-69 PERIOD (Continued from page 86)

as being of 1861 usage. He also stated that Mr. Fisher had some doubts as to the authenticity of the Aug. 17, 1861 strike on the loose 1c stamp.

After some consideration, the Period Editor has to agree that he stands corrected—this in spite of the fact that the *Scott's United States Stamp Catalog, Specialized*, as well as other respected students have recognized and listed the Aug. 17, 1861 date for years. We say this because, to us, it does not appear to be sound research procedure to accept a first day of usage two days earlier than any other known use of a stamp issue on the basis of a single off-cover loose stamp. First days of usage are considered important to collectors, and this fact is reflected by both status accorded such items in exhibitions, and prices realized. Consequently, in recognition of not only the possibility of faking, but of postal clerk errors—and postal strikes that, for reason of hitting an edge of an enclosure, improper inking, or what-have-you, do not strike correctly—we should have more evidence of a first day of usage than a loose stamp. Properly used covers, with clear markings and other evidence of a year date are far more reliable, and should be the basis of listings of first usages.

KEY WEST SHIP MARKING

In *Chronicle* No. 71, page 138, there was illustrated a cover with a small blue "SHIP" marking in addition to other markings of the "U.S.Ship" type. The cover bore no town marking, and, after a great deal of searching, Mr. Meyer finally located a cover bearing this same SHIP marking with a Key West c.d.s. Now, Mr. Henry S. Nowak has sent a copy machine print of another cover also bearing the SHIP marking, with a Key West postal marking tying a 3c 1857 stamp. It is always pleasing to receive additional evidence to prove a pre-conceived notion!

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 73

The critical features of the February problem cover are the date and the destination. During the second half of 1848, retaliatory rates were levied by the U.S. Post Office on mail carried by British packets. These rates involved a 24c packet fee plus the inland postage of 5c or 10c by distance to or from the port. On incoming letters the postage was collected from the addressee, while on outgoing mail the total amount had to be paid at mailing. The cover shown (Figure 1) was mailed at BATAVIA N. Y. NOV 10 (1848), addressed to Banbury, England. The usual endorsement naming the steamer, steamship line, or port is absent, so that there is no way to determine how the sender expected the letter to be forwarded. The Cunard vessel *Hibernia* was scheduled to sail from Boston on the 15th of November, but the writer was in error if he intended the letter to go by her. A total of 34c postage would have had to be prepaid to put the letter aboard the *Hibernia*. All the 10c stamp could do was get the cover to a port on the East Coast, from where it could be transmitted by private ship. If a correspondent preferred such transmission, he usually so indicated by the phrase "by ship from New York," or whatever port he chose, or by naming the vessel. This cover has no markings on it to indicate from what port it left.



Figure 1

After the start of the Cunard mail service in 1840, the use of private ships to carry transatlantic mail had steadily declined, because of the greater reliability and speed of the contract mail packets. In this case the Post Office had no recourse except to forward the letter by private ship, as no other method was available for transmission to the British Isles without prepayment of the packet postage.

The letter was landed at Liverpool on December 2 and received an octagonal handstamp in black: 2 DE 1848/LIVERPOOL/SHIP (Robertson type S16, in use 1841-1855). This marking was struck on the reverse, as frequently happened. The cover was also struck "8" in black, indicating the British incoming ship letter fee of 8d sterling due (in force 1840-c. 1857); this amount combined the ship letter fee and the internal postage to destination. The handstruck "8" is a type characteristic of Liverpool.

It is impossible to tell whether the prepayment of only 10c on this cover was due to ignorance or guile. The most expeditious service to the British Isles was

by Cunard packet. The sender may not have known that 24c additional prepayment was now required under these special circumstances. Contrariwise the writer may have been well aware of the retaliatory charges and have deliberately chosen this way to circumvent them. The postage cost on this letter was 10c + 8d or about 26c, whereas the cost by packet would have been 34c + 1/- or 58c. The letter would, however, have arrived sooner by packet, as the *Hibernia* reached Liverpool on November 26.

In the *Special Service* (p. 488) Stanley B. Ashbrook described a similar cover with a 10c stamp used from New Orleans in July 1848. Three covers with pairs of the 5c stamp are recorded addressed to England in October and November of 1848. All received Liverpool ship letter handstamps.

(In response to several requests, the photograph of the problem cover is being reprinted here in the same issue as the answer, for ease of reference. Your comments—for or against—will be appreciated, and will determine whether this innovation is continued.)

ARE THEY OR AREN'T THEY?

The covers shown in the montages in Figures 2 and 3 were sent in by one of our members who is extremely suspicious of all of them because of the cancellations on the stamps. He is sure that some, if not all, are fakes. In several cases I concur; in some others, I'm less sure. Specialized knowledge could be decisive; therefore the best course seems to me to be to illustrate them here, describe them as objectively as possible, point out their inconsistencies, and ask for your comments.

The covers in Figure 2 are the most dubious, in my opinion. From the top they are:

a) BOSTON MASS AUG 23 (dc—red) to New York City. Pair of 1c 1861 cancelled and tied with odd DUE/1 in black to white envelope docketed "Boon Frost Aug. 24/64." The cover is short paid one cent for a letter rate, but the DUE 1 marking is unknown to me. The two strikes do not appear quite alike. Is anyone familiar with this marking?

b) SENECA FALLS N. Y. APR 8 (black) to Cooperstown. Black PAID ALL ties 3c 1857 to buff envelope. Inks of postmark and cancel are totally different. Letters of PAID ALL are irregular and appear to have been individually struck.

c) OWASCO N. Y. APR 1 (black) to Brooklyn, Pa. Vertical pair of the 3c 1857 tied by black PAID ALL to small white envelope. Peculiar ink smears at left of stamps. Postmark and PAID ALL inks appear different to naked eye and under black light. Could this tiny envelope be double weight?

d) CENTREDALE R. I. JAN 29 (black) to Prible, N. Y. Two copies of the 3c 1857 tied to buff envelope with skull and crossbones in black. The state abbreviation is faint but the only town of this name in the 1859 P. O. list is in Rhode Island. Again the shade and intensity of ink in the postmark and cancel are dissimilar. Furthermore the two stamps are distinctly different colors.

The second photo (Figure 3) illustrates some more questionable covers and a few that may be good.

e) BOONEVILLE COL. SEP 7 (black) to North Stephentown, N. Y. Yellow envelope with 10c 1857 tied by blurred "10" in black. The owner says Booneville did not appear in the Federal Register as a post office till 1863, and that the rate is incorrect, as the distance was less than 3,000 miles. There is no evidence of year date. The rate effective July 1, 1855, was 10c for 3,000 miles or over; the Act of February 27, 1861, states "the rate of letter postage between any State or Territory east of the Rocky Mountains and any State or Territory on the Pacific Coast shall be 10 cents per half ounce." If the latter law applied and was interpreted to mean 10c between points east and west of the Rockies, the 10c rate could be right, if Booneville was considered west of the Rockies.

f) HOMER N. Y. SEP 1 1853 (black) to Locke, N. Y. Black WAY ties 1c 1851-57. Owner says the stamp is a perforated type V with perfs clipped. The



Figure 2



Figure 3

margins are so close that I can't be sure what stamp it is. There is a pencil docket: "C. W. Sanders/Sept. 27 1853." Why a 1c rate? I can find no record of a year-dated postmark from Homer in 1853. Can any one identify the WAY marking?

g) BINGHAMPTON N. Y. SEP 21 (black—duplex type) to same. Black WAY ties 1c 1857. The surface of the stamp looks scuffed below the cancel. The black of WAY is far more intense than that of the postmark. The way fee was no longer added to the postage after January 1, 1853, but was still paid to the carrier. Payment of way fees was eliminated by the Act of March 3, 1863. Hand-stamps for WAY, like PAID or FREE, were sometimes used merely as cancelers.

h) BURLINGTON VT. NOV 23 186? (dc-black) to Washington, D. C. Two copies of the 3c 1857 cancelled and tied by black FREE to white envelope addressed to Lieut. A. K. Nichols, 4th Vt. Volts., 6th Army Corps. Year date is probably 1861. The *Postal History of Vermont* does not show any examples of FREE markings. Can anyone establish whether this handstamp was used at Burlington?

i) MACEDON N. Y. MAY 12 (black) to Albany. Stamps of the 1869 issue—the 6c and 12c—tied with black smudge and odd PAID. Owner is very doubtful about the PAID cancel. At left is written in pencil: "Registered No. 2. (F. W.)/P. M./May 12, 186(9)." The registry fee was raised to 15c on January 1, 1869, so that the rate is correct for a registered letter. Can anyone determine the name of the postmaster of Macedon in 1869 to see if his initials were F. W.?

All the covers are sealed envelopes without contemporary markings on the back. If you can supply information or elucidation on any of the markings or uses represented by these covers, please send them in. They will be published in a later issue.

PROBLEM COVER FOR THIS ISSUE

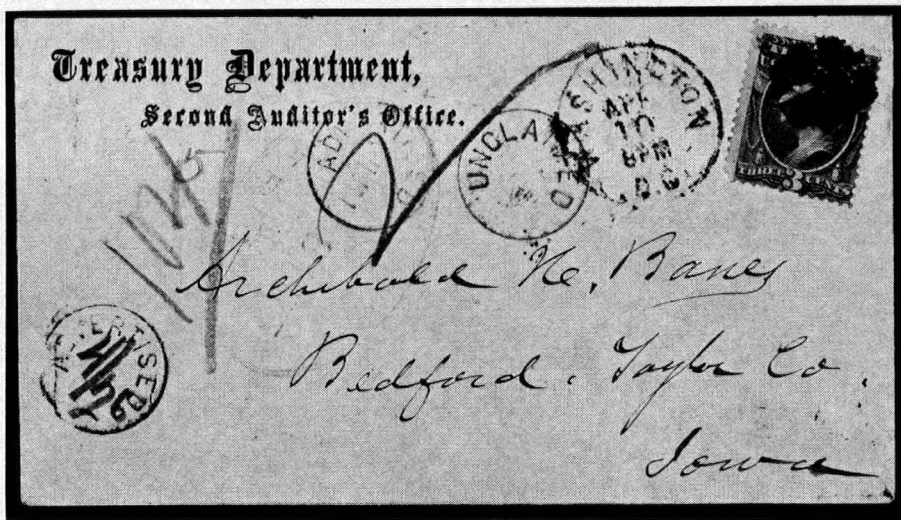


Figure 4

The new problem cover was submitted by William R. Weiss so long ago that he has probably despaired of ever seeing it in these pages. This interesting cover has a total of ten markings. As the photo in Figure 4 shows, the cover is a white envelope mailed with a 3c Treasury Department stamp (Scott's No. 074). It is postmarked WASHINGTON D. C. APR 10 8 PM in black. Also on the face are two strikes of ADVERTISED in black in a 21 mm. circle. One has the pencil notation "4/26" in the center. The second is blank, unless the manuscript "2" in red crayon is considered to belong with the ADVERTISED marking. In addition

there are a manuscript "104" in green crayon at the left and a black UNCLAIMED in a 22 mm. circle. Faintly struck over "Archibald" is a 51 x 34 mm. oval in blue, reading SECOND AUDITOR'S OFFICE/JUN 8 1875. Too bad we can't show this in color. On the back of the cover are a circular black BEDFORD IOA MAY 24 with a duplex target and a blue DEAD LETTER OFFICE U. S. JUN 7 1875.

How and why and in what sequence were the various markings applied? What regulations do they illustrate?

THE LAST POST

Parkinson's Law, as enunciated by the British satirist C. Northcote Parkinson, states with wry cynicism that work expands to fit the time allotted it. There should be a journalistic corollary—perhaps: "Verbiage enlarges to fit the space available to it." As nature abhors a vacuum, an editor abhors blank paper. Therefore, some random remarks under the above heading will appear occasionally—as space permits and necessity demands—in order to present items of information received too late for inclusion under the proper heading or to update and add to reports published in previous issues, but especially to avoid the effete prodigality of an empty page.

Hunter M. Thomas Jr. reports a cover on which he believes a year date has been added to the postmark. The cover, with a 3c 1851 stamp, is postmarked at St. Louis, Mo. on May 8, 1852. Mr. Thomas, who has examined the cover, cites the following reasons for his opinion: "The St. Louis strike is not as heavy as the 1852 year date. The 1852 indents the envelope, indicating it was added at a later date, probably by a numbering machine. The black ink used for the May 8, St. Louis, Mo. cancel is a darker shade than used for the 1852. The 3c 1851 is not brownish carmine which would probably have been used in May 1852 and the impression indicates a later usage, probably in 1855. The 1852 date is at an angle to May 8 which wouldn't have been likely if applied at same time."

Also in reference to fake covers, your attention is called to a valuable and informative article "The Fine Art of Forgery Detecting" by Calvet M. Hahn in the March 1972 issue of the *Collectors' Club Philatelist*. The immediate subject is an 1848 stampless cover with a forged hotel handstamp and an altered postmark. Cal uses several kinds of evidence to demonstrate the fraudulence of the markings on this particular cover. In addition, his general observations on the steps involved in the analysis of a questionable item are applicable to most covers of the classics period.

Some further comments have been received from readers on the November problem cover and the discussion of it in the February issue. J. V. Nielsen Jr. writes that he has a turned cover postmarked Charleston, S. C., and addressed to Mr. Daniel Ravenel Jr., Marion Artillery, Charleston, S. C. The stamp has come off, evidently when the cover was turned, but there is a handstruck "PAID" and an "8" in pencil, so that it must have been a 2c stamp—a 2c red brown by the size of the space left. The reverse of the heavy brown paper cover is addressed to Florence, S. C., with three Archer and Daly 10c stamps. Since a portion of the Charleston postmark was on the missing stamp, the exact date is not known, but the year was probably 1863. The chief relevance of this cover, however, is that the "PAID 8" clears up one question—it establishes that postmasters did make change—on occasion, at least; but, since the 8c was prepaid, it does not settle whether partial payments were recognized on short paid letters.

Peter Powell has sent a photocopy of a stampless cover postmarked "RICHMOND VA. JAN 1 1863" and addressed, as was the problem cover, to Mobile. It was faintly struck "DUE 10" at Richmond. There is another "10" (heavily struck upside down) which appears to be the same handstamp as on the problem cover, and which was presumably applied at Mobile. Mr. Powell observes: "Mobile used the 10 without the word due and is one of the few cities in the

Confederacy that did not stamp or write the word due (a carryover from the U. S. custom when the word Paid was shown for paid covers but just the numerals for due or collect covers). The actual due rate should have been 8 but late in the war this difference in pennies was usually overlooked." He also says, "Mobile seems to have been over conscientious and re-stamped due covers or underpaid covers with a 10 (I have recently seen a 3rd cover) to be sure there was no question of the due status."

The interest aroused by the Blakely cover indicates that, for many of our readers, the classics period does not end at the Mason-Dixon Line.

Robert Dalton Harris sent in a thorough analysis of the 1847 problem cover which is discussed at the beginning of this section. Bob is preparing an illuminating article on his discoveries about forgeries of the STEAMER/5 and STEAMER/10 markings. It will appear here soon.

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