

The  
**Chronicle**  
of the U.S. Classic Postal Issues

August 1972

Volume 24, No. 3

Whole No. 75

# THE CREAM OF THE CROP



**"The Cream of the Crop" is descriptive of the vast amount of choice philatelic material going through our hands.**

**It is also descriptive of our distinguished clientele, developed in more than forty-two years dedicated to serving all collectors, from the beginner to the most advanced specialist.**

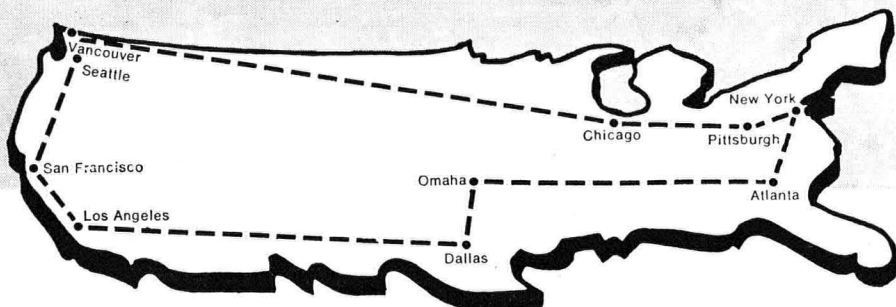
**To serve "The Cream of the Crop" with "The Cream of the Crop" we are anxious to buy fine stamps, blocks, covers, in fact anything of philatelic merit for immediate cash to any amount.**



## **ROBERT A. SIEGEL, Inc.**

**120 EAST 56th STREET  
NEW YORK, N.Y. 10022**

if your problem is  
the best way to  
sell your stamps  
...ask the man from  
Harmer Rooke!



**HE MAKES HOUSE CALLS!**  
**...in big cities and  
small towns, too**

Collectors and dealers everywhere depend on the traditional expertise and integrity of Harmer Rooke and monthly, cross-country trips are a regular part of our unique service. With scheduled appointments in major cities, a key executive from Harmer Rooke is readily available to you in any outlying part of the country as well. Whether it's a collection, an accumulation, individual rarities or dealer stock...you owe it to yourself to get the advice of the man from Harmer Rooke...without obligation on your part. A toll-free phone call is all it takes to arrange an appointment, at your convenience, in your home or office.

*If YOU have significant material and need expert advice,*  
**DIRECT INQUIRY MAY BE MADE BY CALLING, TOLL FREE,**  
**ON THE HARMER ROOKE "HOT-LINE" 800-221-7276**  
from anywhere in Continental U.S.A. except New York State  
(In New York, Call (212) PLaza 1-1900)

*HR*

*Harmer, Rooke & Co., Inc.*

INTERNATIONAL AUCTIONS • SALES AGENTS • APPRAISERS

3 East 57th Street New York, N.Y. 10022 (212) PLaza 1-1900

ESTABLISHED: LONDON 1903 • NEW YORK 1939

# "SELECTED"

## U. S. COVERS—PART 14—BANKNOTES

- #139 (10c Grilled) — V.F. Centering, Nibbed perfs, tied black grid to V.F. White cover, pmk. "LONDON, O." with clear Red "NEW YORK PAID ALL — Br. Transit" pmk. to Germany, Cat. \$100 — \$60
- #149 (7c) & #152 (15c) — Fine copies, just tied to slightly stained white cover with printed "CLIFTON HOTEL, LINCOLN, NEBR." Cor. card, & pmk. "LINCOLN, NEB.", Registered use to Vermont, Cat. \$56.50 — \$37.50
- #157 (2c) & #162 (12c) — V.F. copies, tied by indistinct F.M. Geometric to Superb White cover with Red "NEW YORK — BR. TRANSIT" to Germany, Beauty!! — \$50
- #156 (1c) (2 Copies), #158 (3c) (Pair) & #162 (12c) — V.F.-S., tied by target cancels to superb white cover, pmk. "NEW ORLEANS, LA." with Black "2" to CUBA, A GEM — \$85
- #158 (3c) & #162 (12c) (PAIR) — F.-V.F. Copies tied by Black Grid, Black "RICHMOND VA." pmk., & Red "LONDON — PAID, etc.", transit mark to V.F. White cover, with Red "NEW YORK-1.10 — Dec. 29(1873)" & ms Blue "10" in crayon to ARGENTINA—Rare & Attractive — \$90
- #162 (12c) (2 Copies) — Tied by Black cancel & Red "NEW YORK PAID ALL — Br. Transit" pmk. to V.F. Black bordered MOURNING cover to ITALY, used "MAR. 22, 1874", A BEAUTY!!!! — \$50
- #165 (30c) — Just fine to superb copy, neatly tied by grid to superb white folded lettersheet, pmk. "NEW YORK \* \* Nov. 24 (1874)" & Black ".60 ct." to MEXICO. Another Beauty!!!! — \$65
- #163 (15c) & #165 (30c) (PAIR) — (Reperfed one side) — F.-V.F. copies, tied by blue "CINCINNATI, O." & Target cancel to Yellow cover, repaired & refolded to reduce size. ATTRACTIVE. Registered legal use to DETROIT. RARE — \$85
- #183 (2c Soft) — V.F.-S. Copy, tied by "SHIP" cancel to 3c Entire (# U167) with same "SHIP" cancel and tiny "YOKOHAMA, JAPAN" dated 9 Aug, 1886 — Receiving pmk., & printed Blue corner card of SPICE Co., San Francisco. Early typed address to "YOKOHAMA, JAPAN". RARE & ATTRACTIVE — \$150
- #207 (3c Green) — Fine copy, tied Black killer & "STOCKTON, CAL.—Aug. 31, 1888" pmk. to superb Blue cover with Red & Black detailed Advert. corner card with Gold border of "STOCKTON DAILY EVENING MAIL". A GEM!! — \$35
- #209 (10c Pair) on #U 191 (10c) Entire — V.F.-S. copies, tied by oval registry killer cancel & Registry label, to V.F. Buff cover, with oval Red "REGISTERED" F.M. cancel, & rectangular Purple "REGISTERED — Jan. 30, 1889" of N.Y.C., used to England. A BEAUTY!!!! — \$40
- #210 (2c Brown Pair) — V.F.-S., cancelled by Black killer & tied to V.F. White cover, pmk. "NORWALK, O.—Oct. 1, 1883" — RARE FIRST DAY USE, with A.P.S. Cert., Cat. \$300+ — \$275
- #210 — Superb copy, neatly tied "on nose" by Numeral "1" killer to superb White cover, pmk. "WASHINGTON, D.C. — Oct. 2, 1883", with printed corner card to Boston, Very scarce 2nd DAY OF USE — \$35
- #206 (1c) & #214 (3c Vermillion) — Very good & V.F. copies, tied by "BROOKLYN, N.Y.—1888" pmk., Drop letter use to BROOKLYN 1, small White cover, Unusual comb. — \$40
- #209 (10c) & #214(3c) — Fine copies, tied to 2c Entire, Registered use from Buffalo, N.Y. to GERMANY — "Jan. 3, 1890", with Register label. Scarce combo & ATTRACTIVE — \$50
- #214 (3c) — Superb, neatly tied by light Numeral killer, to superb White cover, pmk. "VERMILLION, S. DAK.", 1928 Late use, neat printed address. BEAUTY! — \$30

WHAT ELSE DO YOU NEED IN U.S. COVERS? SATISFACTION OR IMMEDIATE REFUND.

INSTALLMENT PAYMENT TERMS (No interest or carrying charges) IF DESIRED

## Jack E. Molesworth, Inc.

APS  
SPA  
CSA

88 Beacon Street  
Boston, Mass. 02108  
Phone: 617-523-2522



THE CHRONICLE, published by the U.S. Philatelic Classics Society, Inc., at Washington West House, Fulton, Mo. 65251. Second-class postage paid at Fulton, Mo. Subscription price \$14.00. A year's subscription is included in membership in the U.S. Philatelic Classics Society, with \$7.50 of each member's dues apportioned to publication of *The Chronicle*. Printed in the United States of America.

# The Chronicle

## of the U. S. Classic Postal Issues

August, 1972

Published Quarterly, in  
February, May, August, and November.

Vol. XXIV, No. 3  
Whole No. 75

\$2.50 to  
Members

Official publication of the U.S. Philatelic Classics Society, Inc.  
(Unit No. 11, American Philatelic Society)

\$3.50 to  
Non-Members

### SOCIETY OFFICERS

MELVIN W. SCHUH .....	President
6 Laconia Road, Worcester, Mass. 01609	
SCOTT GALLAGHER .....	Vice-President
P. O. Box 42253, Cincinnati, Ohio 45242	
ROBERT R. HEGLAND .....	Secretary
P. O. Box 2424, Arlington, Va. 22202	
LEON HYZEN .....	Treasurer
P. O. Box 256, San Clemente, Cal. 92672	
J. DAVID BAKER .....	Assistant Secretary and Assistant Treasurer
P. O. Box 892, Indianapolis, Ind. 46206	
DR. JOHN N. HOFFMAN .....	Scribe
2501 Q Street, N.W., Washington, D.C. 20007	
LEON C. FORCHEIMER .....	Editor of Chairman's Chatter
4120 Amherst St., Houston, Texas 77005	
ARTHUR E. BEANE, JR. ....	Assistant Vice-President
C. W. CHRISTIAN .....	Assistant Vice-President
DONALD F. GARRETT .....	Assistant Vice-President
JACK L. JENKINS .....	Assistant Vice-President
DR. W. F. AMONETTE .....	Sales Manager
CLIFFORD L. FRIEND .....	Advertising Manager
8081 Aquadale Drive, Boardman, Ohio 44512	
HUNTER M. THOMAS, JR. ....	Chairman, Membership Committee
2723 So. Veitch St., Arlington, Va. 22206	
ROBERT H. SMITH .....	Chairman, Grievance Committee
1313 East Broad Street, Columbus, Ohio 43205	
MRS. JOHN D. POPE III .....	Program Chairman
55 South Gore Ave., Webster Groves, Mo. 63119	
J. DAVID BAKER .....	Chairman, Slide Shows
P. O. Box 892, Indianapolis, Ind. 46206	
JACK L. JENKINS .....	Chairman, Publications Sales Committee
P. O. Box 615, Bloomington, Ill. 61701	

### DIRECTORS

DR. ROBERT L. D. DAVIDSON, LEON C. FORCHEIMER, SCOTT GALLAGHER, RICHARD B. GRAHAM, CREIGHTON C. HART, ROBERT R. HEGLAND, LEON HYZEN, DAVID L. JARRETT, SUSAN M. McDONALD, ELIZABETH POPE, MELVIN W. SCHUH, HUNTER M. THOMAS, JR., DIRECTOR *ex officio*: J. DAVID BAKER, MORTIMER L. NEIKEN.

### EDITORIAL BOARD

SUSAN M. McDONALD .....

Editor-in-Chief

2030 Glenmont Ave. N. W., Canton, Ohio 44708

#### SECTION EDITORS

<p>1847-51 Period</p> <p>CREIGHTON C. HART Suite 911 Commerce Bldg., 922 Walnut St., Kansas City, Mo. 64106</p> <p>1851-60 Period</p> <p>THOMAS J. ALEXANDER 1100 Columbia National Bank Bldg. Kansas City, Mo. 64106</p> <p>DAVID T. BEALS III, <i>Associate</i> 4117 Broadway, Kansas City, Mo. 64111</p> <p>1861-69 Period</p> <p>RICHARD B. GRAHAM 259 E. Dominion Blvd., Columbus, Ohio 43214</p>	<p>Railroad Postmarks</p> <p>CHARLES L. TOWLE 22114 Allan-A-Dale, Birmingham, Mich. 48010</p> <p>The Transatlantic Mails</p> <p>GEORGE E. HARGEST 2800 Indian River Blvd., Apt. #1-N, Vero Beach, Fla. 32960</p> <p>The Cover Corner</p> <p>SUSAN M. McDONALD 2030 Glenmont Ave., N.W., Canton, Ohio 44708</p>
--	--

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

© U.S. Philatelic Classics Society, Inc. 1972

## IN THIS ISSUE

THE EDITOR'S PAGE .....	115
 THE 1847-51 PERIOD	
The 2c Drop Rate on 1847 Covers, <i>by Creighton C. Hart</i> .....	116
A July 1, 1847 Cover—Stampless .....	120
 THE 1851-60 PERIOD	
Bisects of the 12c 1851 Issue, <i>by Thomas J. Alexander</i> .....	121
Three Oaks, Michigan .....	122
List of 12c 1851 Bisect Covers, <i>by Thomas J. Alexander</i> .....	123
Ten Cent 1857 (Scott No. 32) Research, <i>by Frank S. Levi, Jr.</i> .....	130
Newly Reported Markings Associated with U. S. Mails .....	132
 THE 1861-69 PERIOD	
China and Japan Steam Service—Part II, <i>by Richard B. Graham</i> .....	133
Table A-2, List of Covers Reported Bearing China and Japan Steam Service Marking .....	140
Table B (Revised), Arrival Dates of P. M. S. S. Co. Steamships at San Francisco, 1867-1869 .....	143
Editorial—About those Auction Lot Descriptions .....	143
Hawaiian Steam Service .....	144
Plate Crack on a Fifteen Cents Lincoln .....	144
Chicago Postmarks with Initials .....	145
Mail to Trinidad Returned for Postage .....	145
 RAILROAD POSTMARKS	
Remele Catalog .....	147
Station Markings .....	148
Towle-Meyer Catalog .....	150
 THE TRANSATLANTIC MAILS	
A Rare Cover to Rome, <i>by George E. Hargest</i> .....	151
Mails Between Spain and the United States (1 July 1849- 1 January 1868), <i>by George E. Hargest</i> .....	153
Let Us Dispel a Myth .....	160
Errata .....	160
 THE COVER CORNER	
Answer to Problem Cover in Issue No. 74 .....	161
Readers' Comments .....	162
Which Twin Is the Phony? .....	163
Problem Covers for this Issue .....	168

---

# COLLECTORS IN NORTH AMERICA

whose properties have been sold successfully through

## Robson Lowe International

include the following — in London

- \*Warren G. Kauder — **China**
- \*Achille de Pierno — **Asia**
- \*Mervyn Hertzberg — **Postal History**
- Grant G. Simmons Jr. — **B.N.A. & B.W.I.**
- \*Grant Glassco — **British P.O.'s Abroad**
- Hyman A. Guth — **B.W.I.**
- Dr. Albert E. Thill — **Revenues**

\*on behalf  
of the  
executors

and in Basle

- General C. W. Wickersham — **Colombia**
- \*Julius P. Steindler — **German States**
- \*Clarence W. Hennan — **Salvador**
- \*Julius P. Steindler — **Shipping Companies**
- James K. Senior — **China**
- James K. Senior — **Europe**
- Robert G. Stone — **French Antilles**

You can follow their example and sell  
in the right market through

## ROBSON LOWE

50 PALL MALL  
LONDON SW1 Y 5JZ  
ENGLAND

MATERIAL IS NOW BEING ACCEPTED  
FOR OUR MARCH 1973 SERIES OF SALES  
IN BASLE





**THE LESTER G. BROOKMAN MEMORIAL AWARD**  
Donated to the U. S. P. C. S. by Robert Paliapito



## THE EDITOR'S PAGE

Shown on the facing page is a photograph of the new Lester G. Brookman Cup which has been donated to the Classics Society through the generosity of Robert Paliafito.

The Cup Awards Committee, under the chairmanship of Mortimer Neinken, reviewed and revised the criteria for award of the various cups. The Brookman Cup, awarded for the first time in 1972, for the year 1971, is designated "for service to the Society." The first recipient is the outgoing president, Scott Gallagher, in recognition of his service during four years in office.

The Brookman Cup is a handsome sterling silver wine cooler—a particularly felicitous choice under the circumstances. On behalf of all of you, and for myself, too, I offer congratulations and thanks to Scott in a symbolic glass of chill 1967 Meursault.

The Brookman Cup and the new Ashbrook Cup are housed at Cabeen House, the headquarters of the Collectors Club of Chicago, where they are attractively displayed on a mantel in the main meeting room.

Visiting the Collectors Club of Chicago was one of the highlights of Compex. The exhibits and scheduled activities were also of great interest. We did accomplish a good deal of Society business, and discussed plans and goals for *The Chronicle*, the results of which you will be seeing in forthcoming issues. The most rewarding part of Compex, however, as with every philatelic event I attend, was renewing old friendships and making new ones. I came home assured once more that the nicest people I know are stamp collectors.

## 1847-1869 ISSUES

STAMPS, CANCELS,  
COVERS

**ALWAYS IN STOCK**

WHEN AT STAMP SHOWS BE SURE  
TO VISIT MY BOOTH AND INSPECT  
AN OUTSTANDING ARRAY OF THESE  
CLASSICS.

ALSO REQUEST MY REGULAR AUC-  
TION CATALOGS AS THESE ISSUES  
ARE USUALLY INCLUDED.

**WILLIAM A. FOX**

263 White Oak Ridge Road  
Short Hills, N.J. 07078

Charter member of U.S.  
Philatelic Classics Society

## U.S. COVERS

MY STOCK OF COVERS IS  
STRONG IN ALL PERIODS FROM  
STAMPLESS TO MODERN, ALA-  
BAMA TO WYOMING. WHAT  
WOULD YOU LIKE TO SEE?  
REFERENCES, PLEASE.

**HENRY M. SPELMAN III**

P. O. Box 488  
Lexington, Mass. 02173

APS  
USPCS  
CSA

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

**THE 2c DROP RATE ON 1847 COVERS**

Letters mailed and delivered at the same post office are called drop letters. During the currency of the 1847 issue only 2c postage was required for this class of mail. The Act of March 3, 1845, to reduce the rates of postage, included in Section 1 this provision:

And all drop letters, or letters placed in any post office, not for transmission by mail, but for delivery only, shall be charged with postage at the rate of two cents each.

The Act is reproduced in the *Laws and Regulations for the Government of the Post Office Department*, 1847. In the second part of the same publication, under Chapter 15, "Postage on Letters," regulation 118 states: "On letters 'dropped' in the post office for delivery in the same place, two cents each." It should be observed that the 2c rate for a drop letter applied without regard to its weight.

There are several 5c 1847 covers that overpay the 2c drop rate. Many examples of the 10c stamp bisected to pay the 5c rate have been recorded. Specialists in our first issue have wondered why the 5c stamp was not bisected to pay the 2c rate, since no stamps were issued in the 2c (or lower) denomination.

Besides the 2c drop rate, rates were also in effect, according to the 1847 *Laws and Regulations*, of 1c, 1½, 2½ and 3c for mailable items other than letters such as circulars, handbills, newspapers, magazines, etc. The need for the lower denominations was partly filled with the 1c and 3c stamps of the 1851 issue.

Although it's true from outward appearances that all of these drop covers are local markings with local deliveries, there are different circumstances surrounding the mailings. Some of the writers intentionally overpaid the 2c drop rate, while the overpayment for others was unintentional. Romance, as you will see, seems to be the difference between deliberately overpaying and unintentionally overpaying.

On my list are ten drop rate '47 covers being one each from Newark, New Jersey and Norwich, Connecticut. There are two each from New York and Baltimore while four are from Philadelphia. The content of only one of these covers shows that it entered the mail at some place other than that shown in the postmark. However, knowledge of the communication practices of this period indicates that several other covers originated at points different than indicated by their townmarks. It was a common practice during this period to carry letters outside the mail from one city to another to expedite and assure delivery. The 5c covers that originate somewhere other than where postmarked have the 2c drop rate accidentally overpaid. In these instances the stamp undoubtedly was applied at the city of origin before the letter was given to a traveler. This was done to assure full postage even though the traveler's plans changed and the letter was mailed en route.

The cover from Newark, New Jersey is addressed to a gentleman, is post-marked February 14th, and has the original valentine still enclosed. Obviously romance is the reason for not sending half a stamp when one's whole heart went with the enclosure. This is an example of deliberately and happily overpaying the 2c drop rate.

My information about the drop cover from Norwich, Connecticut is meager. Norwich was a small village in 1849 and this letter probably originated outside of Norwich. The cover was formerly part of the Senator Ackerman collection and it represents an unintentional overpayment of the drop rate.

One of the two Baltimore covers is illustrated in Figure 1. The appearance of this cover is typical of the period except that the stamp is cancelled with the "2" rate mark in an oval. Collectors of the classics are familiar with the ovals used at Baltimore enclosing either a "5" or a "10". This is the only '47 cover

from Baltimore I list with the drop rate postal mark "2". The letter originated in Washington, D. C., was carried by favor outside the mail and deposited in the Baltimore post office. This, too, is an accidental overpayment of the 2c drop rate.



Figure 1. This folded letter which originated in Washington, D. C. was carried outside the mail and deposited in the drop letter chute at Baltimore. The stamp was cancelled with the blue 2 in an oval intended to rate stampless mail. The drawing in the lower left corner is of the rate mark used as a canceller.

I have little information about the second Baltimore drop cover except that it is addressed to a law firm and the stamp is cancelled with the common seven bar enclosed circular grid used only occasionally at Baltimore. Business firms were more apt than individuals to have a traveling friend so this is probably an accidental overpayment.



Figure 2. This brown envelope is addressed to a business firm in New York City. There is no enclosure but the letter was probably carried outside the mail and deposited in the New York post office to expedite delivery. The red 13 bar square grid cancelling the stamp places the receiving post office definitely at New York City because no other post office used this canceller.

Postal history is a feature of the two New York drop covers. Figure 2 shows a New York City cover without a townmark; nevertheless we know it is from

the New York City post office because the cancellation is the 13 bar square grid used only at that post office. There is no letter enclosed but, being a business letter, it probably is an accidental rather than an intentional overpayment.

The other New York City cover is Figure 3 and is definitely an unintentional overpayment. This cover was originally addressed to Boston with a 5c stamp affixed to pay the postage. For some unknown reason, before it was mailed, the designation was changed (in a different hand) from Boston to "Astor House New York". This cannot be a forwarded letter because the '47 stamp could have paid the postage only to Boston and an additional 5c would have been due for the trip back to New York. This forwarded postage would have been shown paid on the face or if unpaid, by a "due 5". Letters were not forwarded free until July 1, 1866.

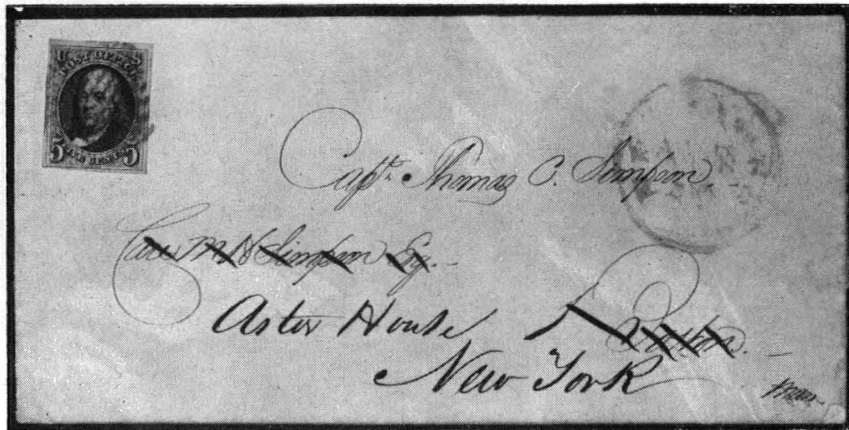


Figure 3. This appears to be a letter forwarded from Boston back to New York. Actually the destination was changed from Boston to New York before mailing by someone other than the writer. (See text in article about missing postage due for forwarding fee).

Most letters were, of course, correctly rated per  $\frac{1}{2}$  ounce either 5c for less than 300 miles or 10c for over 300 miles (except to California). It is rare to see a '47 cover with an overpayment of postage and I have never seen a '47 cover with postage underpaid. If sufficient postage was not paid when mailed the shortage was always shown as due on the face of the cover. Every letter must have been carefully weighed and rated. It is for this reason that I believe the cover in Figure 3 had city designation changed before it was mailed rather than being forwarded from Boston.

Postmasters and clerks during the '47 period placed first importance on collecting full postage. The *United States Official Register* for 1847 lists the compensation paid at the many post offices and it was always very meager. Most postmasters received much less than \$100 a year and many less than \$10. According to Chapter 52, entitled "Emoluments of Postmasters," in the 1847 *Laws and Regulations*, compensation was based on a percentage of annual receipts, on a sliding scale, limited by law as follows:

1. On the amount of letter postage not exceeding \$100 in any one year, 40 per cent.
2. On any sum between \$100 and \$400 in any year,  $33\frac{1}{3}$  per cent.
3. On any sum between \$400 and \$2,400 in a year, 30 per cent.
4. On any sum over \$2,400 in a year,  $12\frac{1}{2}$  per cent.

Additional regulations covered newspapers and other special classes of mail or service. The great majority of post offices fell into the first or second categories above. With so little compensation to postmasters, it is understandable why underpaid covers are unknown if they ever existed.

There are, of course, 5c 1847 covers that appear to underpay the rate for over 300 miles. These fall into two groups. In one group are the covers which were originally mailed with two stamps, and on which only one 5c stamp remains

after the second one has been removed or lost. Usually, there is a small part of the cancellation left on the cover, or, if there is no trace of a tie, the ultraviolet or black light will always reveal where the missing stamp had been.

In the second group are 5c covers that pay the 3c rate up to 3000 miles, which rate became effective July 1, 1851. Although the stamps of the '47 issue were no longer valid for postage as of July 1, 1851, there are nevertheless many late uses of the old 5c stamp to pay the reduced 3c rate. These illegal late uses can be year dated if the year of use is evident or sometimes by other means such as color of cancellation or type of postmark if no year date is evident. I'm interested in hearing from any member who can show a '47 cover with an underpayment of postage. This is really a challenge because I don't believe any exist.

The four drop covers from Philadelphia are the gems of the drop letter group, They are not only deliberate overpayments, with an aura of romance, but they are the only covers that show the sender got his 2c worth for the 3c overpayment. All four covers are addressed to:

Miss Benjaline French  
North 7th St. above Poplar  
Westside, Philadelphia.

The covers all appear to be addressed by the same person and the obvious differences in handwriting on a few letters, I ascribe to his youth. Unfortunately there are no enclosures in any of the envelopes. Because of the explicitly written address to an unmarried young lady, I think each is from a devoted suitor and that the letters are missing because they were love letters retained by the family when the envelopes became philatelic items many years ago.

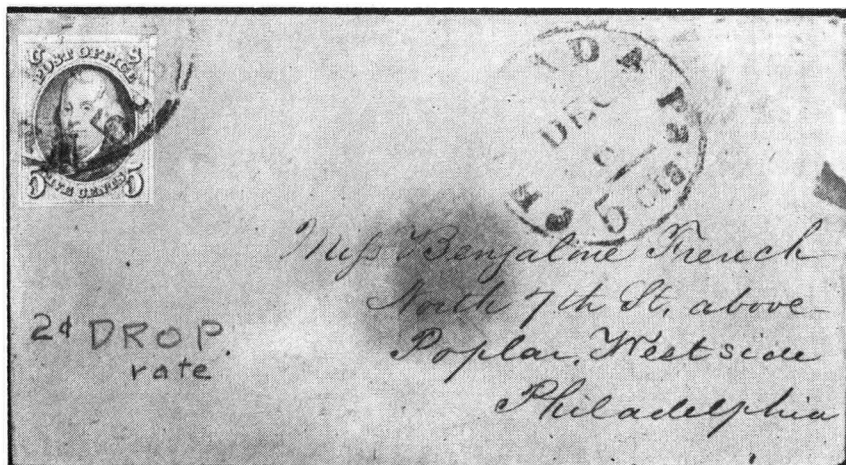


Figure 4. This is one of four envelopes from the Benjaline French correspondence. The memo "2c DROP rate" is Stanley B. Ashbrook's. There are no enclosures in any of the Benjaline French 1847 covers.

The fact that these Benjaline French covers bear a definite address shows that her suitor expected the letters to be delivered. This is a clue as to the added services the sender expected for the extra 3c. Several cities had official post office carriers but this service was more generally used in Philadelphia than any place else. Carrier stamps were issued by the Philadelphia post office and the charge was 1c for pick up from street mail post boxes for transmission to the post office and also 1c for delivery from the post office to the addressee.

My theory is that at sometime during the courtship one or the other of the carrier services was not being performed because there was no Philadelphia 1c carrier stamp in addition to the 5c '47. To correct this oversight the young man went to post office headquarters and complained. Following his complaint a clerk wrote on the letter illustrated in Figure 5 "all pd" to show that the letters to Miss French were paid for in full including carrier fees for both pick

up at the street mail box and for delivery to the addressee. These drop letters to Benjaline French are the only ones that I know of where a '47 stamp included payment for carrier fees in addition to postage.

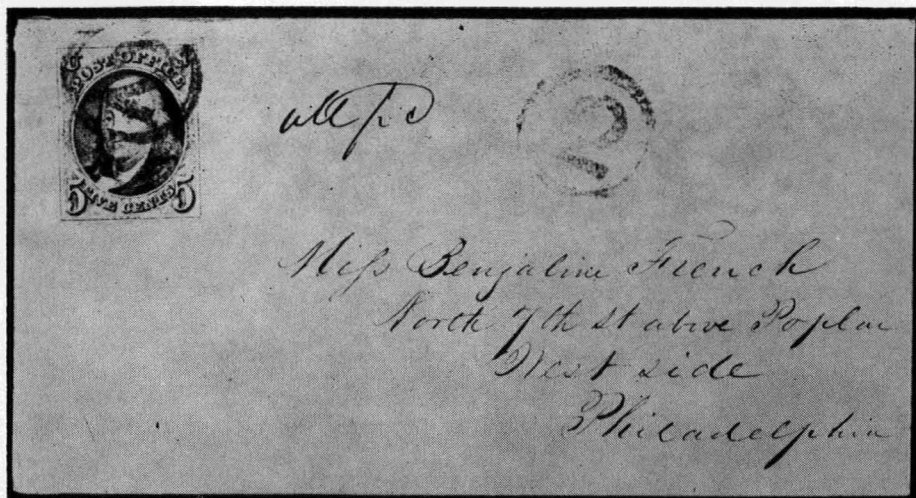


Figure 5. The "2" in a circle is the Philadelphia drop rate handstamp for stampless covers. It is used here as a canceller with another strike on the cover. The "all pd" in the hand of a post office clerk instructs the U.S. carriers in Philadelphia that carrier fees for both pick up at the street mail box and delivery to the addressee have been paid. The 5c 1847 stamp includes the 2c drop rate, 1c carrier pick up fee and 1c carrier delivery fee to addressee, a total of 4c worth of post office services for the 5c stamp.

Love and romance seem to be the only reason that the 2c drop rate was deliberately overpaid with a 5c '47 stamp—and when those are the reasons an overpayment is not really an extravagance.

If anyone has a '47 drop letter from any city other than the five mentioned here, I'd appreciate hearing about it.

#### A JULY 1, 1847 COVER—STAMPLESS

James Leonardo of Des Moines has a stampless cover in his collection postmarked "NEW YORK JUL 1" used in 1847. Fortunately the entire folded letter is preserved and it is datelined "New York, Wednesday June 30, 1847." The *dateline* on this cover postmarked "JUL 1" is the same (June 30, 1847) as on the 1847 cover bearing a pair of 10c stamps but postmarked a day later—"JUL 2." The 10c cover is the one recently discovered in Indianapolis by Harry Mark and extensively discussed in the *May Chronicle*.

It is unfortunate that this cover doesn't have a stamp and that the Mark cover doesn't have the "July 1" postmark. Let's hope that the two can be combined on one cover as yet undiscovered.

Jim also reports a "new" 5c 1847 cover postmarked from Iowa. The list of '47 covers from Iowa now totals 8, all with 5c stamps. Iowa is the only state that received a supply of our first stamps for which *no 10c cover* is listed in the *Directory of 10c 1847 Covers*. How about writing me if you have a 10c '47 cover from Iowa!

#### Classified Advertising

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

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

Payment should be for whole lines, including names and addresses.

## THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

### BISECTS OF THE 12c 1851 ISSUE

When this compilation of covers bearing a bisect of the 12c 1851 was begun, Ye Ed would hardly have believed that the total would run over 100. It is based on the records of Mr. J. David Baker, who for years has kept a listing of such covers appearing in auction sales. He was assisted in this by Mr. Eugene Costales and Mr. Frank Levi, Jr. Mrs. Susan M. McDonald and Mr. Tracy W. Simpson have also contributed listings.

Bisects of the 10c stamp had occurred during the 1847 period, and occasional bisects of the 12c 1851 stamp had appeared as early as 1851. However, during the latter half of 1853 the San Francisco postoffice apparently ran out of 3c stamps (and possibly the 1c stamps as well). For some unknown reason, rather than send stampless covers through to the East marked "Paid 6", the San Francisco postmaster began selling bisected 12c stamps as evidence of the prepayment of the 6c rate. The resulting flood of covers bearing these bisects arriving at New York evidently prompted the postmaster there (and possibly other postmasters at points of destination) to write the Postmaster General inquiring as to their validity. The result was the famous circular from the Post Office Department dated November 10, 1853, which stated: "If the stamp be cut off, or separated from the envelope on which it was made, the legal value of both is destroyed; neither does the law authorize the use of parts of postage stamps in prepayment of postage." Prior to the date of this circular there was no law or regulation on the subject and it seems to have been the local option of the postmasters where the bisect was mailed and where it was delivered whether to pass the cover as prepaid or mark it "Due 6." Since the need for bisecting 12c stamps sometimes arose because of a shortage in the local postoffice of 1c and 3c stamps (as in the case of San Francisco), the postoffice of origin was often a party to their use, and so the main burden fell on the postoffice of destination to determine whether they were prepaid or not. For this reason, an attempt has been made here to indicate whether the bisect was accepted at the postoffice of destination or whether it received a "due" marking. As a result of the department's circular, most collectors today take the view that bisects were valid prior to its issuance in 1853, but not after that date. However, as can be seen from the listing, some covers obviously "slipped through" after that date.

In addition to the 6c West Coast rate, bisects were occasionally used in making up double and triple rates and the 10c rate to Canada. One cover from San Francisco to England is known with two 12c stamps and one bisect, a total of 30c, a 1c overpayment of the 29c rate from California.

Assuming that a shortage of 3c and 1c stamps was the cause of the acceptance of bisects at postoffices of origin, it is difficult to explain bisect covers that also have 1c and 3c stamps on them, and equally difficult to explain bisects that originated at such points as New York City, where there surely was never a shortage of 3c stamps. Likewise, if there were no 3c stamps at the San Francisco postoffice in late 1853, why weren't quarters of 12c stamps used for the local 3c California rates? It is obvious that further research would clarify some of these questions.

The following list is restricted to full covers or substantial fronts. Stamps on piece have been excluded because of the difficulty in identifying them and, incidentally, in authenticating them. However, even in the case of full covers, no attempt has been made to single out questionable or fraudulent items. No doubt

Mrs. McDonald will take up this matter in her column dealing with fakes. Suffice it to say that the compilers have serious reservations about three or four of the covers that are listed here.

A considerable number of these covers are marked "No photo" under the "Postmark and Comments" column. Collectors who own them would do us a great service by sending a photograph or Xerox copy of the full face of the cover so that the missing data can be filled in in a later article. We would also appreciate similar photos or copies of covers that are not included in the list to make it as complete as possible. This additional data should be sent to the Section Editor.

Abbreviations used:

- b: boxed.
- c: circle.
- o: oval.
- sl: straight line.

\* indicates that the stamp is or may be a pair with its opposite number from the same correspondence. For instance, the first cover listed under "Upper Right" is a pair with the first cover listed under "Lower Left," both being from the Thomas Casey correspondence; that is, both are halves of the same stamp. On both of these covers the bisects were recognized. Another pair consists of the lower right and upper left bisect covers from San Francisco to Mrs. Sarah A. Beach in Connecticut; on the first cover the bisect was accepted for postage, on the second it was not. In some cases, photographs (or comparable evidence) are needed for verification of supposed pairs. Those covers which are positively determined to form pairs will be identified in the follow-up report.



Figure 1. Cover datelined Brooklyn, May 28, 1852, addressed to Canada. Lower left bisect of 12c plus 3c and 1c of 1851 issue to make up 10c rate. All markings in black. Photo courtesy of Sandy Arnold.

### THREE OAKS, MICHIGAN

Under the heading "Newly Reported Markings" in the last issue (74:74, Illustration No. E), we reported an obliterator which apparently represented three oaks, used from the town of Three Oaks, Michigan. Since that time, a question has been raised as to its authenticity, and until the matter is resolved, the listing should be deleted from members' records.



## UPPER RIGHT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
New York City	Quebec, L. C.	c: NEW-YORK/AUG 21 Used with 1c 1851 strip of four (53-56R1e). Cover originated in Havana, Cuba, and entered the mail at New York. See <i>Chronicle</i> 66:63-65 for article and photo.	8-21-51	Thomas Casey, Esq.*	Yes
New York City	St. Louis, Mo.	New York City (no photo).	?	?	?
New York City	St. John, N. B.	New York City (no photo). Used with 1c 1851 and 3c 1851 (S2).	11-18-52	Gilbert & Co.*	?
New York City	St. Louis, Mo.	New York City (no photo). (This may be a duplicate of the second item listed above).	9-10-?	Miss Jenny E. Coons	?
San Francisco	Boston	c: SAN FRANCISCO/1 SEP/CAL. mss: per Steamship/"Oregon"/Sept. 1st 1853	9- 1-53	Lemuel Stanwood, Esq.	Yes
San Francisco	Sag Harbor, L. I.	c: SAN FRANCISCO/1 JAN/CAL.	1- 1-?	Samuel L. Gardiner, Esq.	Yes
San Francisco	Boston	c: SAN FRANCISCO/16 AUG/CAL. Cover bears blue handstamped merchant's cor- ner card.	8-16-53	Geo. H. Grueby (?)	Yes
San Francisco	Boston	c: SAN FRANCISCO/1 AUG/CAL. mss: "Paid"	8- 1-53	Ebnr. Clapp, Esq.	Yes
San Francisco	Boston	c: SAN FRANCISCO/16 AUG/CAL.	8-16-53	Messr. Fisher & Co.*	Yes
San Francisco	New York City	San Francisco, Cal. (no photo).	9- 1-53	B. A. Mumford	?
San Francisco	Boston	San Francisco, Cal. (no photo). Pencil mss. cancel.	2-16-54	James DeShan, Esq.*	?
San Francisco	France	San Francisco, Cal. (no photo). Used with two 12c 1851. It is not known whether these are singles or are attached to the bisect.	8- 1-53	Mon. Duclu-Meray	?
San Francisco	New York City	c: SAN FRANCISCO/1 SEP/CAL. Handstamped DUE 10, surcharged in mss. "20". Pencilled docket "8/21/53".	9- 1-53	John F. Brady, Esq.	No
San Francisco	New York City	San Francisco, Cal. (No photo). Docketed on back: "Capt. Chas. H. Saltor, July 30 S.F."	7- 1-?	?	?
San Francisco	New York City	sl: STEAM/SHIP Mss: "Via Nicaragua".	8-16-53	Messrs. B. A. Mumford & Bro.	Yes

## UPPER RIGHT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
San Francisco	New York City	b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "Via Nicaragua"; handstamped "6".	?	Mrs. Melville Kelsey	No
San Francisco	Baltimore	c: NEW-YORK/SHIP/JUL/25 b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "Via Nicaragua".	7-25-?	Josiah Pennington, Esq.	Yes
San Francisco	Boston	Via Nicaragua; N. Y. Ship (No Photo).	9- 9-?	Messrs. Wm. Thwing & Co.	?
San Francisco	Shelter Island, N. Y.	sl: STEAM/SHIP b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "Paid"; corner card of George Hudson, Counsellor at Law, San Francisco, Cal.	7-?-53	Maj. Daniel Hudson	Yes
Sonora, Cal.	Surrey, Maine	sl: SONORA, CALIFORNIA/JAN 12, 1852 Mss: "Paid/6 cts"; handstamped "PAID".	1-12-52	Hon. Leonard Jarvis*	Yes
Rough & Ready, Cal.	Woodstown, N.J.	Rough & Ready, Cal. (No photo).	7-27-53	Mr. J. P. Cawley	?
?	Philadelphia	New York & Philadelphia Railroad (No photo). Restored cover.	6-26-?	Messrs. Powers & Weightman	?
?	Philadelphia	c: N. YORK & PHILA. R.R./FEB 2	2- 2-?	Messrs. Powers & Weightman	Yes
?	Fredericktown, Pa.	? (No photo).	7-?-?	Miss Matilda Domegko	?
?	Providence, R. I.	c: U. S. EXPRESS MAIL/N. YORK/MAY 15/ N. Y. Used with 3c 1851 (S2).	5-15-52	Bailey & Gallup	Yes
?	Georgetown, D. C.	New York & Philadelphia Railroad (no photo).	5-11-52	_____ Waters*	?

## LOWER LEFT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
New York City	Quebec, L.C.	c: NEW-YORK/AUG 21 Used with 1c 1851 strip of 4 (83-86R1e). Cover originated at Havana, Cuba, and entered the mail at New York City. See <i>Chronicle</i> 66:63-65 for article and photo.	8-21-51	Thomas Casey, Esq.*	Yes
New York City	St. John, N.B.	c: U.S. EXPRESS MAIL/N. YORK/OCT 23/ N.Y. Used with 1c 1851 Type II and 3c 1851 (S2). Front only.	10-23-?	Messrs. Gilbert & Co.*	Yes
Trenton, N.J.	Lancaster, Pa.	c: TRENTON/APR 15/N.J. Used with 3c 1851 (S2).	4-15-?	Messrs. Lundy & Black	Yes

## LOWER LEFT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
Pleasant Hill, O.T. (?)	?	Pleasant Hill, O.T. (?) / (No photo). Used with 1c+1c+1c+1c.	?-?-55	?	?
Brooklyn, N.Y. (Hudson River Steamboat)	Kingston, Canada West	sl: STEAM/BOAT Used with 1c and 3c 1851. Handstamped "10" and faint red "U. States" in curved frame.	5-28-52	Mrs. James Sinclair, Junr. (?)	Yes
San Francisco	Portland, Maine	c: NEW-YORK/SHIP/SEP 25/7 cts b: VIA NICARAGUA/AHEAD OF THE MAILS	9-25-?	Miss R. M. King	No
San Francisco	Boston	c: SAN FRANCISCO/JUL/16/CAL. Mss: "Via Panama/15 July 53"	7-16-53	Messrs. Fisher & Co.*	Yes
San Francisco	Boston	c: NEW-YORK/SHIP/APR 10/7 cts b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "Via Nicaragua".	4-10-?	Mrs. Eliza A. Lawton	No
San Francisco	Boston	c: SAN FRANCISCO/1/OCT/CAL. Handstamped: "DUE 10".	10- 1-53	Mr. O. J. Paine	No
San Francisco	Boston	c: NEW-YORK/SEP 9 b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "Via Nicaragua".	9- 9-?	Messr. Fisher & Co.*	Yes
San Francisco	New York City	sl: STEAM/SHIP o: STEAMER SIERRA NEVADA/VIA NICA- RAGUA/AHEAD OF THE MAILS Mss: "Via Nica."	?-?-54	W. C. Young, Esq.	Yes
San Francisco	Boston	c: SAN FRANCISCO/1 AUG/CAL.	8- 1-53	Elijah Cobb, Esq.	Yes
San Francisco	New York City	San Francisco (No Photo).	8-15-53	Eagle Fire Ins. Co.	?
San Francisco	_____, Mass.	c: SAN FRANCISCO/16 OCT/CAL. Handstamped "10".	10-16-?	Mrs. _____	No
San Francisco	Boston	San Francisco (No photo).	8- 1-?	James DeShan, Esq.*	?
San Francisco	Providence, R.I.	c: NEW-YORK/SEP 9 b: VIA NICARAGUA/AHEAD OF THE MAILS	9- 9-53	Mrs. Anne Randolph	Yes
San Francisco	Wilmington, Del.	San Francisco (No photo). Used with Noisy Carrier adhesive.	?	Catherine Weber	?
San Francisco	_____, Mass.	San Francisco (No photo). Handstamped "10". This may be the same as the item listed above, but dated 10-16-?.	10-10-?	?	No
San Francisco	?	San Francisco (No photo).	10- 1-?	?	?
New York City	New Brunswick	c: U. S. EXPRESS MAIL/N. YORK/MAR 23/ N.Y. Used with 1c and 3c 1851.	3-23-?	Henry Gesner, Esq.	?

## LOWER LEFT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
San Francisco	Philadelphia	c: SAN FRANCISCO/16/SEP/CAL. Handstamped "10" in circle. Mss: "1853"	9-16-53	Albert G. Emerick Esq.	No
Sonora, Cal.	Surrey, Maine	sl: SONORA, CALIFORNIA/DEC. 29, 1851 Mss: "Paid 6 cts".	12-29-51	Hon. Leonard Jarvis	Yes
Sonora, Cal.	Surrey, Maine	sl: SONORA, CALIFORNIA/FEB 11, 1852 Mss: "Paid 6 cts". Stamp tied by fancy grid.	2-11-52	Hon. Leonard Jarvis	Yes
Sonora, Cal.	Ellsworth, Maine	sl: SONORA, CALIFORNIA/JAN 7, 1852 Mss: "Paid/6 cts".	1- 7-52	Hon. Charles Jarvis*	Yes
Shasta, Cal.	Lowell, Mass.	Shasta, Cal. (No photo).	?-23 or 28-?	?	?
Sacramento	Phillipsburg, Pa.	Sacramento, Cal. (No photo).	7-14-?	Miss Rosalina Young	?
Sacramento	Darien, Wisc.	c: SACRAMENTO CITY/15 AUG/Cal.	8-15-53	Mrs. Adaline M. Carter	Yes
?	Baltimore	c: N. YORK & PHILA. R.R./JUN/4 Used with 3c 1851 (S2).	6- 4-?	_____ Phillips & Co.	Yes
?	Georgetown, D.C.	c: NEW YORK & PHILA. R.R./MAY 11	5-11-?	Mr. George Waters*	Yes

## LOWER RIGHT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
San Francisco	New Bedford, Me.	c: SAN FRANCISCO/16/AUG/CAL.	8-16-53	Hon. W. Crawford	Yes
San Francisco	Bolton, Mass.	c: NEW-YORK/SHIP/OCT 10/12 cts. b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "Via Nicaragua Route".	10-10-53	Amory Holman Esq.	No
San Francisco	Philadelphia	c: SAN FRANCISCO/1/AUG/CAL.	8- 1-53	Miss Nora Isabella Baldwin	Yes
San Francisco	Fishkill, N.Y.	Via Nicaragua—Steam Ship (No photo).	?	Mrs. Sarah M. Grant	?
San Francisco	Boston	c: SAN FRANCISCO/16 AUG/CAL.	8-16-53	Jas. DeShan Esq.	Yes
San Francisco	Sag Harbor, L.I.	c: SAN FRANCISCO/16 AUG/CAL.	8-16-53	Capt. Robert F. Hand	Yes
San Francisco	Philadelphia	San Francisco (No photo).	8- 1-?	Isabella D. Baldwin	?
San Francisco	St. Paris, Ohio	San Francisco (No photo).	8- 1-?	Amanda Hiric	?
San Francisco	New York City	c: SAN FRANCISCO/10 JUN/CAL.	6-10-53	Mrs. Melville Kelsey*	Yes
San Francisco	Erie, Pa.	Via Nicaragua—New York Ship (No photo).	8- 9-53	Mrs. Eliz. Riddell	Yes
San Francisco	Barnstable, Mass.	San Francisco (No photo).	7- 1-?	Jonathan Crocker	?
San Francisco	Philadelphia	San Francisco (No photo).	?	Maj. John Harris	?
San Francisco	Kane County, Ill.	c: SAN FRANCISCO/16 SEP/CAL. Cut side of stamp tied by encircled "10".	9-16-?	County Clerk	No
San Francisco	New York City	Via Nicaragua—Steam Ship (No photo)	?	Messrs. D. & A. Sutton	?

## LOWER RIGHT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
San Francisco	_____, Conn.	c: SAN FRANCISCO/1 JUN/CAL.	6- 1-?	Mrs. Sarah A. Beach*	Yes
Pleasant Hill, O.T.	New York City	Mss: "Pleasant Hill/O.T. Oct 10" In 12c vertical pair, the top stamp is the bisect; there is also a vertical pair of 1c 1851, making the 20c double rate from the Pacific Coast.	10-10-?	Address is dim—Wychy?	Yes
Sacramento	New York City	c: SACRAMENTO CITY/_____/CAL. Bisect is to the left of a complete, unsevered 12c, making up the 18c triple rate. There is a mss. "18" on the cover, but this is not believed to be a due marking.	?	Obliterated.	Yes
Baltimore	Utica, N.Y.	Baltimore, Md. (No photo).	8-22-52	?	?
?	New York City	sl: STEAM/SHIP b: VIA NICARAGUA/AHEAD OF THE MAILS Mss: "V. Nicaragua"	?	W. Asab (?) Jr. Esq.	Yes

## UPPER LEFT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
San Francisco	Cincinnati	c: SAN FRANCISCO/16 AUG/CAL. c: SAINT LOUIS/SEP 16/MO. Mss: "10". Apparently went via Panama to New Orleans and St. Louis.	8-16-53	Miss Emily Allen	No
San Francisco	Liverpool	c: SAN FRANCISCO/16 AUG./CAL. 12c horizontal pair plus bisect at right, an overpayment of 1c of the 29c West Coast rate.	8-16-53	George C. Jackson, Esq.	Yes
San Francisco	Boston	San Francisco (No photo). Mss: "Due 10" in pencil.	8- 1-53	Lemuel Stanwood	No
San Francisco	Boston	c: SAN FRANCISCO/16 AUG/CAL. Mss: "per Steamship/Winfield Scott/August 16th 1853".	8-16-53	Lemuel Stanwood	Yes
San Francisco	East Baldwin, Me.	c: SAN FRANCISCO/1 AUG/CAL.	8- 1-53	Mr. Joshua Chadbourne	Yes
San Francisco	Philadelphia	c: SAN FRANCISCO/16 AUG/CAL.	8-16-?	Mrs. Sarah Ann Johnston	Yes
San Francisco	New York City	San Francisco (No photo). Mss: "per SS Winfield Scott".	8-16-53	B. A. Mumford	?
San Francisco	New York City	San Francisco (No Photo). Via Nicaragua.	8- 1-?	Collins Lightboddy, Esq.	Yes
San Francisco	Litchfield, Mass.	c: SAN FRANCISCO 1/SEP/CAL.	9- 1-53	Mr. Roger Merrill	Yes

## UPPER LEFT

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
San Francisco	Long Island, N.Y.	San Francisco (No photo).	10- 1-?	_____ Mulford	?
San Francisco	New Bedford, Mass.	San Francisco (No photo).	9- 1-?	Hon. John A. Parker	?
San Francisco	New York City	c: SAN FRANCISCO/16 DEC/CAL. Tied with hand stamp "10". Mss: "Via Nicaragua".	12-16-?	Mrs. Melville Kelsey*	No
San Francisco	Coopers Mills, Me.	c: SAN FRANCISCO/____SEP/CAL. Handstamp "10" in circle.	9-?-?	Mrs. Sarah Colby	No
San Francisco	Rochester, N.Y.	c: NEW YORK/SHIP/SEP 23/7 cts. sl: STEAM/SHIP b: VIA NICARAGUA/AHEAD OF THE MAILS	9-23-53	Schlyer & Moses, Esq.	No
San Francisco	?	N. Y. Ship-7 (no photo).	10-10-?	Mr. O. J. Paine	No
San Francisco	New Bedford, Mass.	c: NEW YORK/SHIP/SEP 7/ 7cts. b: VIA NICARAGUA/AHEAD OF THE MAILS	9- 7-?	Hon. John A. Parker	No
San Francisco	_____, Conn.	c: SAN FRANCISCO/____SEP/CAL. Mss: "Due". Handstamped "10" in circle.	9-?-?	Mrs. Sarah A. Beach*	No
Sonora, Cal.	Hudson, N.Y.	sl: SONORA, CALIFORNIA/FEB 13, 1852	2-13-52	?	?
Sonora, Cal.	?	dc: SONORA/APR/26/	4-26-?	William H. Willis	?
Sonora, Cal.	Dewitt, Mich.	Sonora, Cal. (No photo).	1-15-?	David P. Drier, Esq.	?
Sacramento	New York City	c: SACRAMENTO CITY/15/JUN/Cal.	6-15-53	Obliterated	?
Honolulu	Albany, N.Y.	c: *HONOLULU/JL,Y/3/HAWAIIAN IS- LANDS c: SAN FRANCISCO/2/AUG/CAL. Mss: "Ship"; handstamped "12". Used with Hawaii #5, 5c blue.	7- 3-?	Rev. John Sessions	No
Canton, Miss.	New Orleans	c: CANTON/JAN 17/Mi. Mss: "Paid by Stamp 1/2 of 12 is = 6".	1-17-?	Messrs. Buchanan Carroll & Co.	Yes
Canton, Miss.	New Orleans	c: CANTON/FEB/5/Mi. Mss: "Paid by Stamp/12c cut in 1/2 = 6".	2- 5-?	Messrs. Buchanan Carroll & Co.	Yes
?	Georgetown, D.C.	N.Y. & Philadelphia Railroad (No photo)	5-18-52	Geo. Waters	Yes
New York City	Providence, R.I.	c: U.S. EXPRESS MAIL/N. YORK/DEC/13/ N.Y. Mss: "Kennyons Express"; oval forwarder's handstamp; stamp is tied with grid.	12-13-51	Messrs. A. & W. Sprague	Yes
Boston	San Francisco	c: BOSTON/4 JAN/10 CTS Stamp is tied with large Boston "PAID" in grid.	1- 4-54	John T. Titcomb, Esq.	No
Perrysburgh, Ohio	New Orleans	c: PERRYSBURGH/MAR/6/O. Piece of cover only.	3- 6-?	Messrs. Lapene & Ferre	Yes

**MISCELLANEOUS**

<i>Origin</i>	<i>Destination</i>	<i>Postmark and Comments</i>	<i>Date</i>	<i>Correspondence</i>	<i>Recognized?</i>
Canton, Miss.	New Orleans	c: CANTON/JAN 16/Mi. This is a quarter-stamp bisect used on a 3c stamped envelope. Mss: "1/4 of 12c=3c/6c by stamps". Hand-stamped "PAID".	1-16-?	Messrs. Buchanan Carroll & Co.	Yes
Canton, Miss.	New Orleans	c: CANTON/FEB 9/1859/Mi. Lower left bisect of 12c 1857 (perforated). There is a mss. "6" in the space just opposite the cut.	2- 9-59	Messrs. Carroll Hoy & Co.	Yes
Russellville, Ky.	Elkton, Ky.	c: RUSSELLVILLE/OCT 21/KY. Upper left bisect of 12c 1857 (perforated) used with 3c 1857 (\$5), cancelled with circle of wedges.	10-21-?	Hon. J. M. Bristow, M.C.	Yes

**Borrow with confidence**

In any emergency, borrow the money you need at *Edelman's*. Use your collection as collateral and still retain complete ownership. At *Edelman's*, you can obtain quick, confidential loans for any amount up to 80% of the value of your properties — from \$50 to \$50,000 and more. Write today for further information.

*Edelman's*

301 Old York Road  
Jenkintown, Pa. 19046  
(Suburban Philadelphia)

**WANTED  
COVERS**

We pay honest prices for anything in 19th and early 20th Century covers, both U.S. and Foreign.

Also interested in unusual U.S. & B.N.A. stamps

**WE ALSO CARRY A LARGE STOCK OF THE ABOVE—SEND US YOUR WANT LIST.**

**William O. Biden Co.**  
801 Hennepin  
Minneapolis, Minn. 55403

## TEN CENT 1857 (SCOTT NO. 32) RESEARCH

Frank S. Levi, Jr.  
(R.A. # 707)

A recently acquired cover has raised some interesting questions. First, a description of the cover: The stamp is a 10c green, Type II, perforated, (Scott No. 32) with a huge top sheet margin. It is centered so that the full center line shows beyond the perforations. It is tied to the cover by a light Stockton, Cal. townmark and is addressed to Bloomingburgh, New York. The year seems to be 1860, but the strike is so light that this is just a guess. The cover is shown in Figure 2.

What is unusual is the size of the sheet margin at top, a full 15 mm. above the design. Figure 3 is a diagram of the markings in the top margin. Even with the top of the design and to the right of the center line, but not quite touching it, is a strong guide dot. About 2½ mm. above the design and about 2 mm. to

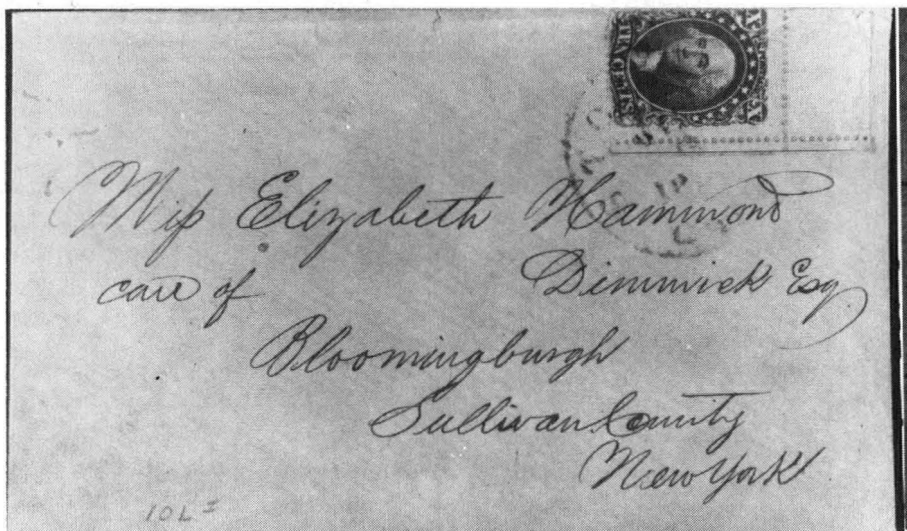


Figure 2

the left of the center line are two guide dots, with a similar single dot at the left on the same plane. All of these markings I have noted before on either position 10L or 1R. About 8½ mm. above the left "X" outer line there are two faint dots (the right one slightly above the other). Also, 13½ mm. above the center line guide dot there is a light diagonal scratch running from N.E. to S.W. Above the "PO" of "POSTAGE", at the very top of the selvage (15 mm. up), there are four tiny marks, very similar to the lower portion of the plate number but spaced a trifle closer together.

These thoughts come to mind. Why do margin positions show such a great variety of size of selvage? An investigation of my holdings, plus my records over the years, show the following largest selvages known to me: top, 20.3 mm. from the design; right, 28.5 mm.; bottom, 20.9 mm.; and left, 26.0 mm. Can anyone report anything larger? It is obvious that with a selvage about equal to another stamp, it was usually trimmed off on the imperforate stamps or separated from the perforated sheets (for a long time I have believed that all of the 10c stamps were printed at one time and that the perforated Plate 1 stamps were produced from sheets already on hand). Regarding the center line, did it extend to the very top and bottom of the sheet, or was there a good sized dot at either end, as on some of the 1c and 3c plates? This can only be answered by seeing top and bottom center line copies with huge sheet margins. Can anyone help out on this? And lastly, does anyone own a 10L1 with a top selvage greater



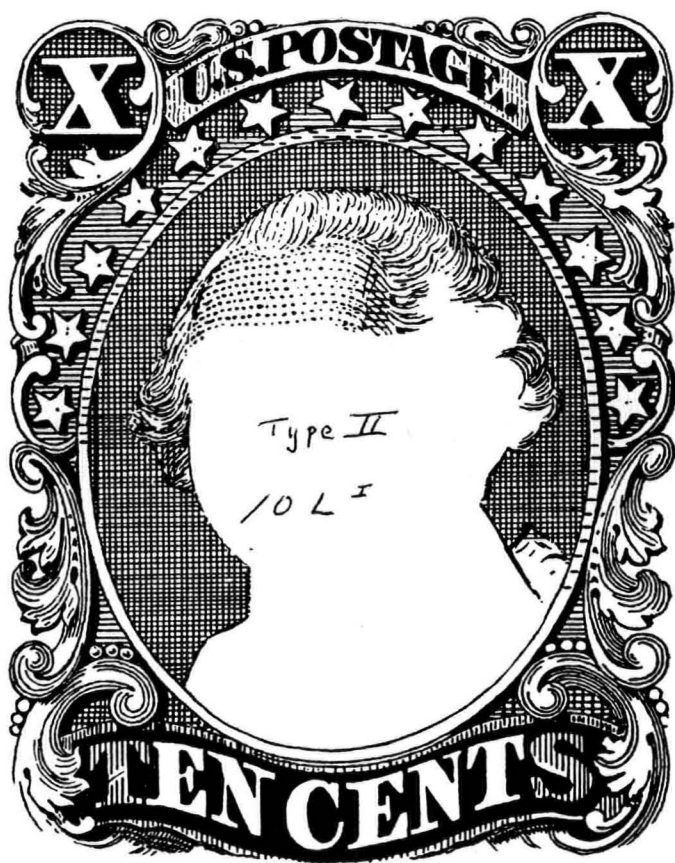


Figure 3

than 15 mm. so that the four marks at the very top of my copy can be explained? I would be pleased to hear directly from anyone who can answer the questions. Anything new will be reported. Thank you. Frank S. Levi, Jr., 11 Rockwood Drive, Larchmont, New York 10538.

## 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-2	Pennsylvania LEBANON/D/PA. K1-33	S5	H. M. Spelman III
Not illustrated	A-14 (d)	New Hampshire Troy M14	S5	H. M. Spelman III
B	A-19	Galveston, Texas SHIP (23x4) and mss, "2"	Nesbitt	H. M. Spelman III
C	A-19	New Orleans, La. SHIP (22½x4)	Nesbitt	H. M. Spelman III
D	A-27 (a)	ADVERTISED/2/1 ct. o-approx. 52x44 Newport, R. I. Struck in red.	S2	R. A. Siegel
E	A-27 (c)	Pointing hand and "3", 32x12. On cover from Vinton, Iowa, to Blue Earth City, Minn. Believed to be a due marking on a double weight letter.	S2	W. O. Bilden



SHIP 2

SHIP

ADVERTISED.  
1 ct.

3

### PHILATELIC LITERATURE SEARCH SERVICE

OUT OF PRINT BOOKS, PAMPHLETS, ETC.  
on any subject, including non-philatelic

No Obligation for Quotes

**JOHN O. JOHNSON, JR.**  
1106 TRAPELO RD., WALTHAM, MASS. 02154

## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### CHINA AND JAPAN STEAM SERVICE—PART II

*Chronicle* No. 73 carried an article under the above title, and it has now become Part I of what may need to be a series of at least three sections on the subject. Several important pieces of data or groups of covers were reported just after we mailed the first section to the editor, and these in turn have settled some problems, and raised a few others.

Probably the happiest event was the report of Mr. Ryohei Ishikawa of Tokyo, Japan, who sent us a comprehensive report covering fourteen covers bearing the China and Japan Steam Service marking. Others reporting covers were Mrs. Lois Evans, Dr. W. Scott Pollard, and Messrs. Everett Erle, Bob Paliapito, Arthur White, Gilbert A. Fitton and, from England, Mr. J. V. Woolam. This isn't a complete list, as the writer neglected to identify one Xerox copy of a cover with the owner's name, and at this time, must admit he has no idea where it came from.

These additional reports have caused us to work up twenty five more covers on which we have sufficient data into Table A-2, which is a part of this article. We also show a slightly revised Table B which gives the arrival dates of the Pacific Mail Steamship Co. vessels at San Francisco for the years 1867 through 1869. This latter was necessary due to some high class detective work by Mr. Everett Erle, who found one of the arrival dates as given in the *Alta California*, and which was repeated in *Pacific Crossings*, to be in error. As we shall demonstrate, this change is important to our considerations, since it changed the arrival date of *Great Republic* in September 1869 from September 13 to September 18th. Since the two covers now listed as having arrived at San Francisco on that trip are both with postmarks of Sep. 20, this date makes much better sense than does a September 13 arrival date.

Mr. Erle's report is of interest. He commented, in a letter to the Period Editor, as follows:

"Since you quoted the *Alta California*, I looked up the files of the *Daily Morning Call*. I could find no reference to the *Great Republic* in the September 12-15 period, so I looked through the microfilm until I reached the September 18-20 period. Here was, under arrivals of September 18, 'Str. *Great Republic* 30 days, 2 hours from Hong Kong, via Yokohama.' So then I went to the *Alta California*—and under date of September 20, is the listing of arrivals of September 13, which includes the *Great Republic*, as in the *Morning Call*, above. Looking through other dates of the *Alta California*, it was evident that listings of arrivals were usually of the date the day before that of the paper itself. Obviously, then, the *Alta California* September 13 date was an error for September 18 . . . September 18 was a Saturday, so your postmark of the 20th is right in line with the San Francisco postoffice's usual procedure at that time."

Mr. Erle goes on to note that the arrival date of September 13, 1869, when quoted by a later publication as listed from the *Alta California*, must be suspect for any vessel and should be checked. No doubt some vessels did arrive at San Francisco on that date, but the listing should have appeared in the paper of September 14th. And, of course, the listing in *Pacific Crossings* should be changed to read September 18 rather than September 13.

### THE MOODY COVER

Mr. Erle's clarification of this confusion also is an important part of the evidence in removing all doubts concerning the Moody cover, discussed on pages 25 and 26 of *Chronicle* 73. At the time, we questioned that cover because of an apparent seven day delay in September 1869 of applying the San Francisco receiving mark after arrival of the steamer. Furthermore, the cover was

the only cover reported bearing a 10c 1869 stamp—and it was also, by two months, the latest known use of the China and Japan Steam Service marking—if the date of the cover was actually 1869. Since the 1868 arrival date of the P. M. S. S. Co. steamer (also the *Great Republic*) in September was on the 19th, then a September 20 postmark seemed to indicate the cover was genuine (and of 1868 usage) but the stamp had been switched. However, knowing that the jury should not be required to decide without hearing all the evidence, we decided simply to report the situation as we saw it, and hope the implication would bring the cover to light so that it could be examined. Supporting this idea was the fact that the listing was taken from an auction catalog description and illustration, and these have been known to have errors of dates, or be deceptive in appearance, considering the small size of such illustrations and the fairly coarse screens sometimes used in making catalog illustrations some twenty years ago. We are very glad we did adopt this attitude.

The first bit of evidence to turn up concerned the origin. To review the auction description, the lot was written up as follows:

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

The Editor wrote the Navy Department, after discovering in his own notes that the name of the U. S. S. *Delaware*, prior to May 15, 1869, was actually U. S. S. *Piscataqua*, and the answer, together with additional data culled from a newly issued volume of *Dictionary of American Naval Fighting Ships* (Navy Dept, Washington, 1970) gave us a sufficient amount of data not only on the ship but on the probable writer of the letter. Both are significant.

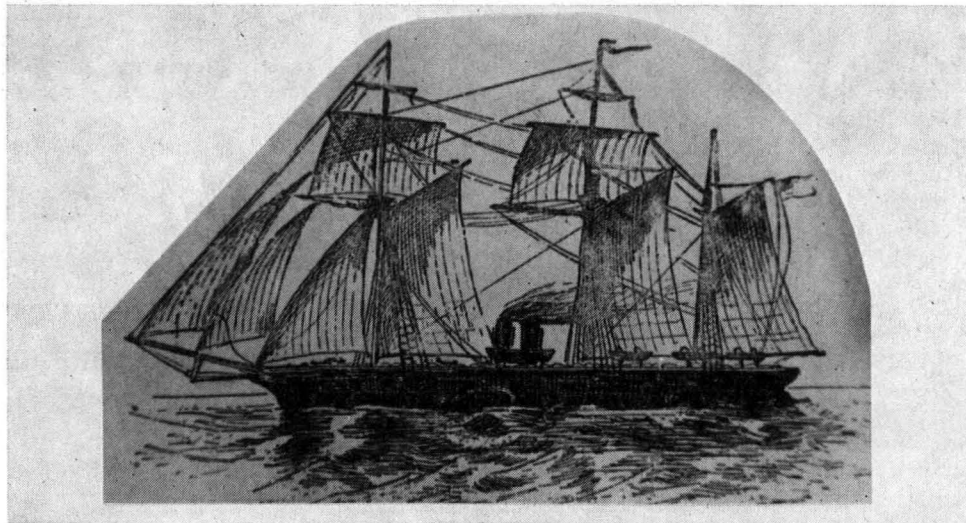


Figure 1. An "Antietam" class screw cruiser, similar to "Piscataqua-Delaware." Mail, both private and official, from aboard such ships was usually collected in mail bags when the ship was at anchor, and placed directly aboard homeward bound mail steamers rather than passing through such as the Consular post offices in Japan and China.

The U. S. S. *Piscataqua* (see Figure 1) was launched on 11 June, 1866, and first placed in commission on 21 October, 1867. She was a screw steamer, 2400 tons, ship rigged, with 20 nine-inch smoothbore guns—which is to say that she was similar in appearance and armament to Civil War naval ships such as Admiral Farragut's *Hartford*. On 16 December, 1867, *Piscataqua* left New York for the Orient, arriving at Singapore on 18 April, 1868. On May 15, 1869, her name was changed to U. S. S. *Delaware*, as one of several U. S. Navy ship name changes taking place on that date at the Navy Department in Washington. There is no record of just when the word reached the *Delaware*, but it should have been available at about the same time the 1869 stamps, issued in March and April of 1869, reached the U. S. Consulates in Japan. The *Delaware* left Singapore for

home on 23 August, 1870, reached New York on 19 November of 1870, and was placed out of commission on December 5, 1870. This was the only voyage ever made by the *Delaware*, which was broken up in 1877.

John F. Bingham was a 2nd Ass't Engineer, assigned to the *Piscataqua* on 30 September, 1867, and detached from her, after she returned home, on 26 November, 1870. Of course, the Moody cover, as well as two other covers now listed, were undoubtedly written by Bingham and addressed to his wife.

To return to the analysis of the Moody cover, the ship's data proved the date of the cover could not have been 1868, since the ship name was not changed until in 1869, and the legend on the cover agreed with our ship movement data and also appeared genuine for other reasons too vague to enumerate here. Confirmation of the 1869 date also made possible the use of a 10c 1869 stamp, since these stamps were issued on April 1, 1869, and five months does not seem impossible for a stamp to reach the Orient, be used on a cover and reach San Francisco on its way back to the states. Furthermore, it is quite probable that Bingham could have received 10c 1869 stamps from home; if so, this could have occurred long before the U. S. post offices in Japan received them.

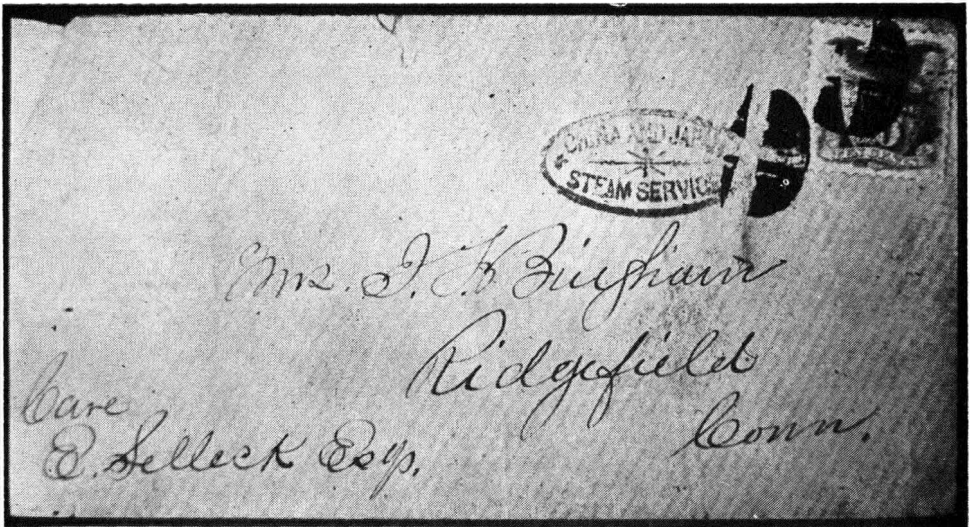


Figure 2

So, at that stage, the cover was judged as possibly O. K., but further evidence was still on its way. On a trip to the West Coast, the writer had previously seen another cover in the possession of Dr. W. Scott Polland, which was also from the Bingham correspondence, and also was endorsed as emanating from aboard the *Delaware*. This cover arrived in San Francisco on November 22, 1869, and was postmarked at the San Francisco post office the next day. At the time, not yet being aware of the date of the change of name of the vessel, we promptly assigned an 1868 date to this cover, in view of the 10c 1861 stamp on it. At this point, a word of warning is in order that the arrival dates in *Pacific Crossings* exhibit many coincidences, and this is one of them, since the *China* arrived at San Francisco on November 22, 1868, a year to the day before the arrival of the *Japan* on which voyage the Polland cover probably did arrive. So, after learning of the name change, we began to believe that the China and Japan Steam Service marking was applied only to covers placed aboard the Pacific Mail Steamers from U. S. Navy ships when they met at sea or in harbors in Japanese or Chinese waters after mid 1869. However, at this point, the data from Ryo Ishikawa arrived, and the gaps between the last listings, and the Bingham correspondence covers, after July 1869, were solidly filled in by the addition of three more covers. A third Bingham cover was added (see Figure 2), this also

bearing a 10c 1869 stamp, but not bearing any manuscript endorsement noting origin aboard the *Delaware*, although there is no doubt that the cover did come from Bingham and probably from aboard that ship. Another cover with an arrival date of 20 September (1869) at San Francisco was also reported about this time, this by Mr. J. V. Woolam. This latter cover originated at Hong Kong, and bears a Hong Kong stamp and postal markings.

As may be seen from the list, Table A-2, the Moody cover has been relisted in what is now its correct spot, and there is no reason to doubt that it is genuine. Since the writer rather impugned this cover in Part I of this article, it seems desirable to review the full evidence. It is always much more difficult to prove a cover genuine than to prove a fake for what it is. And yet, the real danger is in falsely branding a perfectly good cover as a fake. Once this is done in print, the pedigree of a cover is permanently marred. Therefore, proof that a cover is fake should be absolute. And should a genuine cover's pedigree be doubted publicly, it is desirable to prove it genuine also in public, as here.

### PACIFIC MAIL STEAMSHIP CO. ARRIVALS—COVERS FROM ALL TRIPS?

In *Chronicle* No. 73, we noted that of the trips listed, we had covers reported for all but three of the nineteen trips then believed to cover the range of usage of the China and Japan Steam Service marking. The additional listings added to that range four more trips inward bound in late 1869, so that the period of use of the marking now extends from the third trip of the *Colorado*, on 14 September, 1867, to the arrival of the *Japan*, on 22 November, 1869. In spite of adding the four trips, we now have but two trips from which no covers have been reported, plus the arrival of the *Great Republic* on September 19, 1868, for which we have only a marking on a piece of cover, and which can as easily be of 1869 vintage. The other two arrivals from which we would like to see covers are those of the *Japan*, on 20 October, 1868 and of the *China*, on 19 August, 1869.

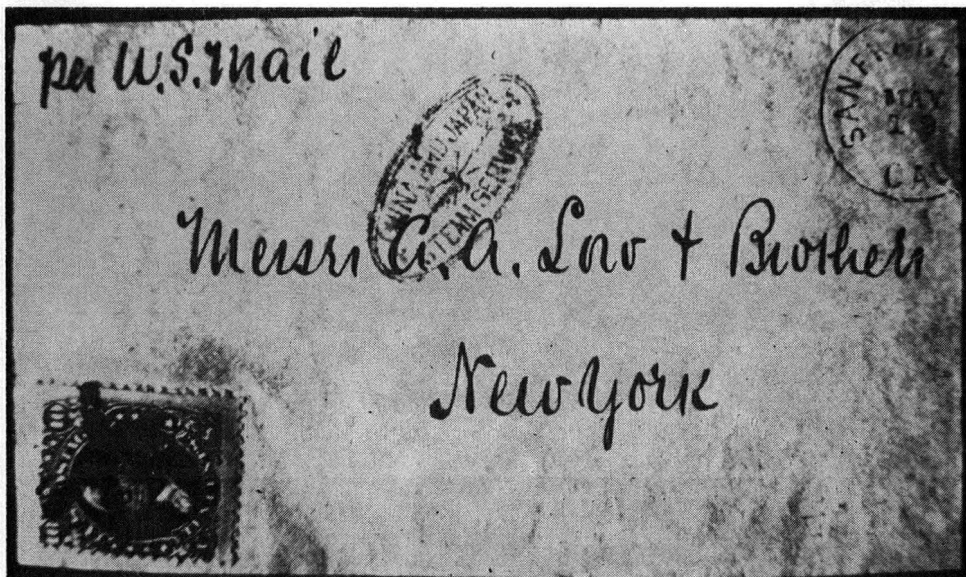


Figure 3

Two desired dates were filled in by reports of the readers. These were that of the *New York*, on 18 May, 1868, and the *Japan*, on 20 January, 1869. The former report, of a cover arriving aboard the *New York* (see Figure 3), was furnished by Mrs. Lois Evans, of the International Society for Japanese Philately,

and was particularly gratifying, since it resolved the possibility that no covers arrived aboard that ship which substituted on the eastbound trip for the *Great Republic* when the latter ship broke down on the outbound trip.

### COLORS OF THE MARKING

Generally speaking, although additional data is still needed, it appears that the very first colors of the China and Japan Steam Service markings were a very pretty bright red. In 1868, the color assumed a slightly more pinkish or carmine cast. The 1869 strikes, or at least the later ones, have been described by such terms as magenta, brown-violet, red-purple, and which the writer, in view of the previously noted diversification of description, has chosen to call plum. From the few reports noted on that score, it appears that when the San Francisco marking is in plum or red, such as for a "Paid All" backstamp, the colors of the San Francisco postmark and that of the oval "steam service" marking usually match rather well. This mostly applies to the last year of use of the marking, when, in the writer's opinion, the marking was undoubtedly applied at San Francisco, since the Pacific Mail steamers no longer carried route agents. However, further data on this score must be developed.

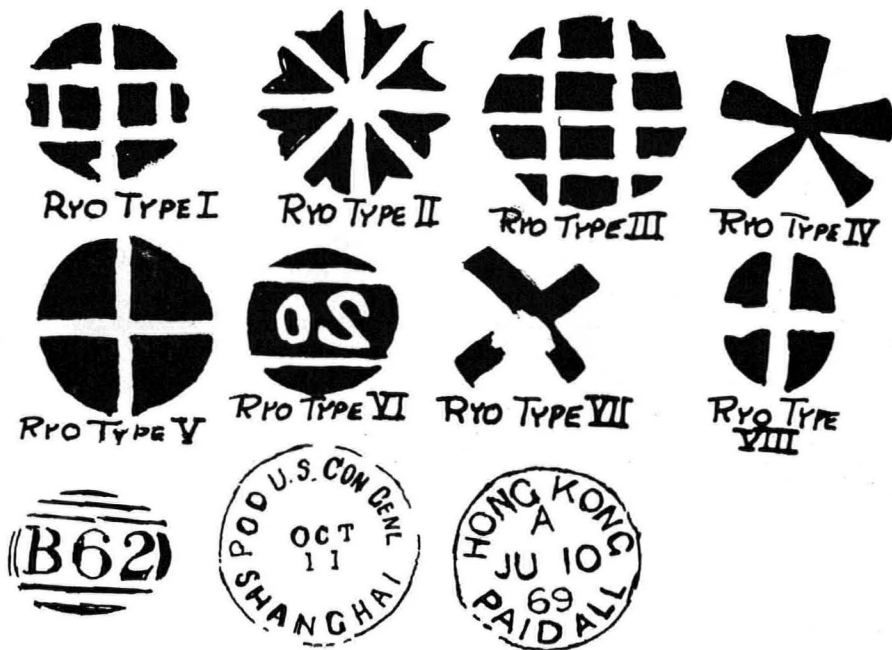


Figure 4. Cork killers and other markings appearing upon covers bearing the China and Japan Steam Service marking.

### THE STAMP KILLERS

Mr. Ryohei Ishikawa's report of his group of China and Japan Steam Service covers included very complete data, not the least of which was his careful tracings of the cork killers on the stamps. To avoid later confusion, we have shown these on the accompanying plate (Figure 4) as designated with his identification, as "Ryo No. I," etc. We have previously shown a few more of these killers on Plate "A" page 168 of *Chronicle* No. 68. While it may be possible to draw some fairly accurate conclusions as to where some of the killers were used, further listings of them, when they appear upon covers from known origins, are solicited. It also should be noted that many covers bear two killers, and in these cases, one is invariably a San Francisco killer, often duplexed with the San Francisco postmark (see Figure 5).

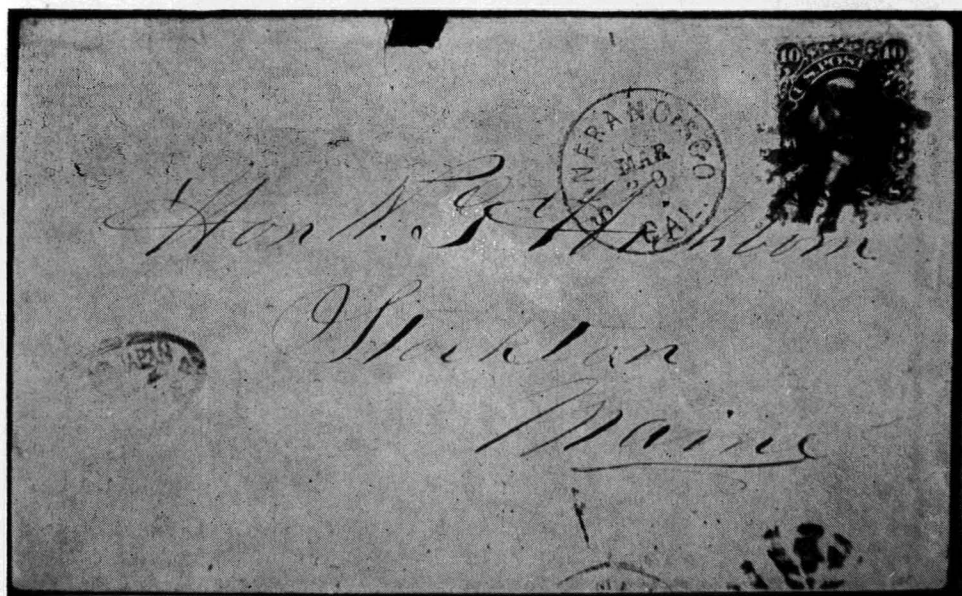


Figure 5

### THE BRITISH POST OFFICE AT HONG KONG

A postal convention was established between the United States and the Hong Kong post offices, commencing in November 1867. Covers mailed east-bound with Hong Kong stamps previous to that date, were, according to W. Raife Wellstead, levied an outbound ship letter rate of 4 pence (8 cents) plus a local rate of 4 cents, Hong Kong (see Figure 6). It should be noted here that one of the major differences between British and U. S. maritime mails lies in the fact that the British post office had a policy of levying ship letter fees on both incoming and departing mails, carried by ships not under contract to that post-office, while the U. S. postoffice normally applied such a fee to incoming ship letters only. This fact, although a few specific exceptions may be found, has caused much misunderstanding at times among postal historians on both sides of the Atlantic.

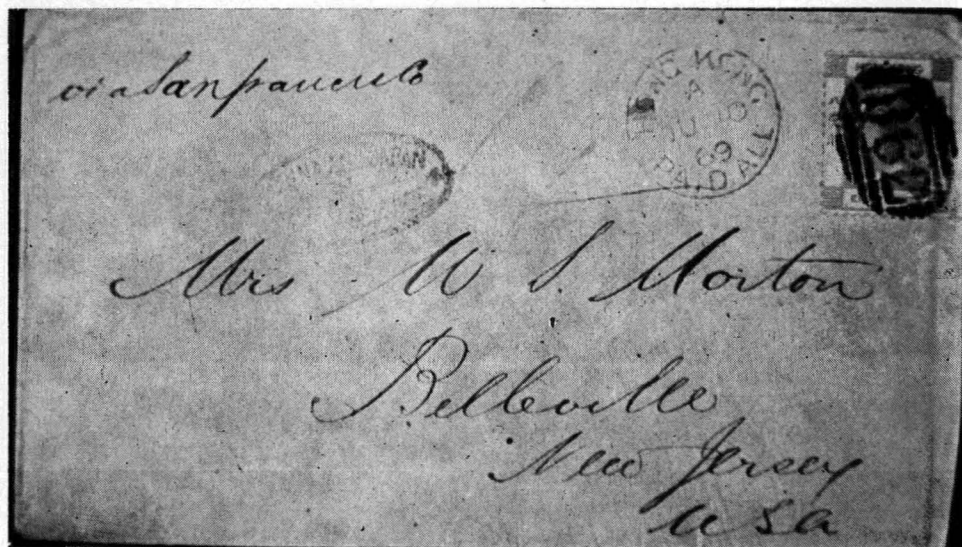


Figure 6



While we have no intention of reviewing the details of the U. S.—Hong Kong postal convention here, they may be found in the references cited in Part I of this article in *Chronicle* No. 73, particularly in W. Raife Wellstead's article, "Trans-Pacific Mail," in the *Bulletin of the Postal History Society* (Great Britain) for November-December, 1962. However, the local fee of 4 cents is probably the reason many covers emanating from Hong Kong during this time bear a manuscript "4" charge.

### COVERS NOT BEARING THE CHINA AND JAPAN STEAM SERVICE MARKING, AFTER DEC. 1869

Messrs. Everett Erle and Gilbert A. Fitton, among others, have sent us Xerox copies of covers mailed in the early 1870's which do not bear the oval marking. We would much appreciate seeing covers from December 1869 through the early months of 1870, in this respect.



Figure 7

### SHANGHAI TO MONTREAL

Two covers reported by Mr. Ishikawa, posted in February and April of 1869 respectively, were mailed from Shanghai to Montreal. Both bear 20c postage, in the form of a pair of the 10c U. S. 1861 stamps (see Figure 7). Normally, this would be called a double rate, but the writer would be inclined to speculate that 10c of this paid the Trans-Pacific postage, and the other prepaid the 10c U. S.—Canadian rate in effect at that time. We say this, as there is no evidence of Canadian collect postage although neither bears the San Francisco Paid All—in fact, one bears no San Francisco marking at all. Judging from the appearance of the covers in the slides sent to us by Mr. Ishikawa, we doubt that either cover—both are folded letters, and probably complete including contents—would have been heavy enough to be considered more than single weight.

### THE SAN FRANCISCO MARKING

Of the approximately fifty covers listed in this study to date, four have been found not bearing a San Francisco datestamp. Probably the reason is that all were of Shanghai origin, and all bore the postmark of the consular post office at Shanghai. However, several covers also bearing this marking did receive the San Francisco marking. All of the Hong Kong covers carried after the treaty should bear the San Francisco "Paid All" backstamp in red, assuming, of course, that the Hong Kong postage was prepaid. According to Wellstead, the earliest known cover carried under the treaty was in July 1868. Further reports

of China and Japan Steam Service covers from Hong Kong would be very useful.

We have made no particular attempt to identify the San Francisco killers, but rather hope that some of our specialist readers will have a comprehensive record of this sort of thing. Such a record is required to separate the San Francisco killers from those applied abroad.

We consider, barring further extensions, that the usage of the China and Japan Steam Service marking is well established as to date and term. No positive evidence has as yet been submitted which really proves whether the marking was at first applied aboard the steamers or in the San Francisco post office. As previously stated, we have little doubt that it was invariably applied at San Francisco after the route agents were taken off the steamers. Although the pursers of the steamers served as mail agents, we doubt very much that they had keys to the through bags or were required to process mail. Certainly they had ample duties as pursers, and we imagine their postal duties consisted chiefly of making sure the mail aboard the steamers was cared for safely, and of accepting letters handed to them aboard ship to turn in to the post office at San Francisco.

The reason for the marking is also clear, which also explains why westbound mail did not receive the marking. The marking is an origin marking, applied to explain the 10c rate on an eastbound letter apparently originating at San Francisco. No such marking was applied or required on westbound mail, which had already received its origin markings and had the rate established and accepted. The only exception was the "Paid All" marking applied to conform to postal agreements or conventions.

At this time, although the matter of the corks is yet to be resolved, the Period Editor would like to express his gratitude for the many contributions and reports made by so many *Chronicle* readers. These reports have made possible the unraveling of this marking, which has been something of a mystery for a good many years. Not all the problems are solved, but a great deal of evidence exists on those remaining, even if we have chosen to wait for more data prior to the final summary.

**TABLE A-2 LIST OF COVERS REPORTED BEARING CHINA AND JAPAN STEAM SERVICE MARKING**

<i>Stamps</i>	<i>Remarks</i>	<i>Per Steamer</i>	<i>Date of Stmr Arrival</i>	<i>Date of S. F. date stamp.</i>
10c #68	To Boston. Folded letter, comp., with deadline "Yokohama 24 Oct 1867." From Chas. Thorel & Co., Yokohama. All from Xerox copy.	<i>Great Republic</i>	19 Nov., 1867	Nov. 20
10c #68	To Boston (same corr. as above). M/S "Chas. Thorel & Co., Yokohama, Oct. 24, 1867." Per Ryo Ishikawa, stamp killer is fragment of "Forwarded by U.S. Consul/Kanagawa" oval.	<i>Great Republic</i>	19 Nov., 1867	Nov. 20
10c #68	To A. A. Low & Brothers, N. Y. Has cross cork killer on stamp.	<i>New York</i>	18 May, 1868	May 19
8c Hong Kong	To West Newton, Mass. Has three strikes, C. & J. S. S. Hong Kong PAID ALL, May 19, 1868- (?). Killer is B62 barred. Has M/S "4" of Hong Kong. Date of S. F. PAID ALL backstamp not available.	<i>China</i>	26 June, 1868	??
10c env. U40	To Worcester, Mass. Has two killers (Ryo Types I and II—see plate). C. & J. S. S. red. Has P. O. D. U. S. CON. GEN./Shanghai/Oct. 15, c. d. s.	<i>China</i>	22 Nov., 1868	Nov. 23

Hong Kong 8c (#13)	To Portsmouth, N. H.; forwarded to Claremont, N. H. Has Hong Kong PAID ALL, Oct. 7, '68, and B62 stamp obliterator. Has M/S "4" of Hong Kong. Has San Fran. PAID ALL red backstamp.	<i>China</i>	22 Nov., 1868	Nov. 23
10c #68	To H. Hastings, Boston, Mass. From Chas. Thorel & Co. Killer is cork of eight wedges.	<i>Great Republic</i>	22 Dec., 1868	Dec. 23
10c env. U40	To Thompson, Worcester, Mass. Has P. O. D. U. S. CON. GENL./SHANGHAI/Nov.? (day not clear). Killer is round cork (Ryo Type III). Color of C. & J. S. S. red. No S. F. marking.	<i>Great Republic</i>	22 Dec., 1868	None.
10c #68	To Thompson, Worcester, Mass. Has P. O. D. U. S. CON. GENL./SHANGHAI/Nov.? (date not clear) Cork killer is Ryo Type I. (see plate) M/S on flap has "Shanghai, Nov. 14, 1868."	<i>Great Republic</i>	22 Dec., 1868	None.
Pair 10c #68	To Rev. W. M. Scott, etc., care Baptist office, New York. Cork killer is 5 blade propellor (Ryo Type IV). C. & J. S. S. mark in purplish ink.	<i>Japan</i>	20 Jan., 1868	Jan. 21
Pair 10c #68	To Rimmer Gunn & Co., Montreal. Folded letter. Has "P. O. D. U. S. CON. GENL./SHANGHAI/ 21 Jan." c. d. s. Has letter datelined "Reid & Co., Shanghai, 20 Jan. 1869." Cover backstamped "Montreal/AM/MR 25/69/Q" Has Ryo Type I cork killers. C. & J. S. S. marking red on bluish cover. See text for discussion.	<i>China</i>	23 Feb., 1869	Feb. 24
10c #68	To Cheney Bros., Hartford, Conn. Has two cork killers, Ryo's Types III & V. Has "P. O. D. U. S. CON. GENL./21 Jan."	<i>China</i>	23 Feb., 1869	Feb. 24
10c #68	To Blodget, Hartford, Conn. M/S "U. S. Consulate/Shanghai." Two cork killers, Ryo's Types III & V. Has "P. O. D. U. S. CON. GENL./SHANGHAI/ 21 Jan." c. d. s.	<i>China</i>	23 Feb., 1869	Feb. 24
10c #68	To Hiehbon (?), Stockton, Maine. Has two cork killers; Ryo Type II and a cross. Former is duplexed with S. F. c. d. s., as proven by second partial strike on cover face. See text.	<i>Great Republic</i>	27 Mar., 1869	Mar. 29
Pair 10c #68	To Rimmer Gunn & Co., Montreal. Has c. d. s. "P. O. D. U. S. CON. GENL./SHANGHAI/ Mar. 20." Cork killer is Ryo Type VI, reversed negative "20" in circle. Is folded letter, datelined "Shanghai, 19 Mar., 1869," of Reid & Co. No S. F. marking. Backstamped Montreal, May 8, '69.	<i>Japan</i>	24 Apr., 1869	None.

10c env. U40	Addr. to Gen. J. L. Thompson, Chicago, Ill. Killer is neg. reverse "20," Ryo Type VI. Has c. d. s. P. O. D. U. S. CON. GENL./SHANGHAI/Mar, 20. No. S. F. mark.	<i>Japan</i>	24 Apr., 1869	None.
Hong Kong 8c	To San Francisco. Has Hong Kong PAID ALL, MR 19/69. Has S. F. PAID ALL. (Note: cover was in prev. list; relisted to complete data.)	<i>Japan</i>	24 Apr., 1869	Apr. 24
90c #72	On piece. (Listed from Waterhouse sale, Harmer, London, June 1955, see lot #538).	<i>Japan</i>	24 Apr., 1869	Apr. 26
10c #68	To Ludlowville, N. Y. Has c. d. s. "P. O. D. U. S. CON. GENL./SHANGHAI/Apr 20." Has crossroads cork killer.	<i>China</i>	20 May, 1869	May 20
Hong Kong 8c	To Belleville, N. J. Has Hong Kong PAID ALL, Ju. 10, 69 and M/S "4"; B62 killer. Has red wax seal "Russett & Co, Hong Kong China." S. F. PAID ALL backstamp.	<i>Japan</i>	20 July, 1869	July 20
Hong Kong 8c	To Godel & Goedecke, New York. Postmarked Hong Kong PAID ALL, Au 19, '68. and M/S "4."	<i>China</i>	18 Sep., 1869	Sep. 20
10c '69 #116	To Bingham, Ridgefield, Conn. Has M/S "U. S. Flagship Delaware/Yokohama." Was lot 136. Moody sale, Nov. 6, 1950. Relisted to add to data and make corrections.	<i>Great Republic</i>	18 Sep., 1869	Sep. 20
Three 10c grills	To Signor Franc Pagnanini, Milan Italie. Folded personal letter of G. Bolmida, written in Italian, date Yokohama, 28 Sep. 1869. Has cork killers, Ryo Type VII (See Chronicle No. 68, page 168, Item No. 13). Cover bears vermilion handstamps, "OVERLAND ROUTE" and also c. d. s. New York Paid All/British Transit/Oct 28. Has backstamps Milano/11 Nov/69, and other European markings. San Francisco backstamp and C. & J. S. S. oval both in dark plum shade. See text.	<i>America</i>	20 Oct., 1869	Oct. 21
10c #116	To Mrs. J. F. Bingham, Ridgefield, Conn. Has cork killer, Ryo Type VIII. C. & J. S. S. is plum color. This and previous listing arrived aboard S. S. <i>America</i> on maiden voyage. Cover probably also from aboard U. S. S. <i>Delaware</i> . See text.	<i>America</i>	20 Oct., 1869	Oct. 21
10c #68	To Mrs. J. F. Bingham, Ridgefield, Conn. M/S "U. S. Flagship Delaware, Yokohama." on cover front. Killer is square dot grid. See text.	<i>Japan</i>	22 Nov., 1869	Nov. 23

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

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

\*Revised date. See text. \*\*Maiden voyage.

Note: These dates and voyages, except as noted in the text, from ISJP Monograph No. 3, *Pacific Crossings*.

### EDITORIAL—ABOUT THOSE AUCTION LOT DESCRIPTIONS

In *Chronicle* No. 74, the Period Editor reviewed and discussed a few auction lots culled from various auction catalogs. As usual, these remarks aroused a good deal of comment and some rebuttal. The latter makes us suspect that we did not make as clear as desired the point which we intended to make.

We have no special desire to criticize any individual auction house or describer, and it is for this reason that we do not identify the particular dealers from whose catalogs the lots discussed have been taken. The major purpose of discussing such lots is to make our readers conscious of the fact that certain parts of auction descriptions can get rather far afield at times. Here, of course, we refer to the *interpretive* portion of an auction description. The reader of an auction catalog is forced to rely upon the describer's knowledge and accuracy for the *data* part of the auction description of a lot in which the reader is interested in purchasing. By the "data" part, is meant the description of the item as to what it is, and its markings, address and condition, and, to a degree, an estimate of value, if not based upon a current catalog value. Here, we are mainly talking of covers, but this is also true for postal markings on loose stamps. If an auction describer gives a stamp number, states whether used or unused, and gives its condition, as to "very fine" or "good" and gives a catalog value, we usually have a fairly good idea of what to expect. Most of the better auction houses—certainly those which are still doing a good business on the basis of an earned reputation—normally do a consistently good job in this respect. The stamps they sell are genuine, and while occasional mistakes do occur—generally with respect to hidden defects—such houses have a well understood and standardized way of handling such things. Which is to say they have survived in a tough market for a good many years by standing behind their products.

On covers and items subject to what we have termed the "interpretive" part of auction describing, we feel that the collector-specialist should take this latter part with a grain of salt. In other words, assuming that the data portion of the description is not only correct but also complete, then the potential buyer will often be able to make his own interpretation. He should recognize, however, that if he purchases a lot on the basis of an interpretation which differs from that of the describer, then whether he is right or wrong, the lot is all his—he cannot or should not attempt to return it.

Reputable auction houses permit returns for a variety of reasons, but most all of them are centered around the one idea—the lot was not as it was described, whether as to condition, mis-identification or being somewhat less than completely genuine in every way. Here, the Period Editor assumes he would have a right to return a lot as quickly because of an interpretive error as for any other. For example, in Lot ZZZ as reviewed in *Chronicle* No. 74, page 78, let us assume that a bidder bought this cover as a Louisville postal history item. Upon receiving the cover, he finds that it did not originate at Louisville, but rather the "LOU" in the letter heading meant "Louisiana," and there is absolute proof of

this fact in the letter contents or on the cover front (which turned out to be the case). Here, the cover would be returnable because of an incorrect interpretive description, and yet the error really had little to do with the quality of the item.

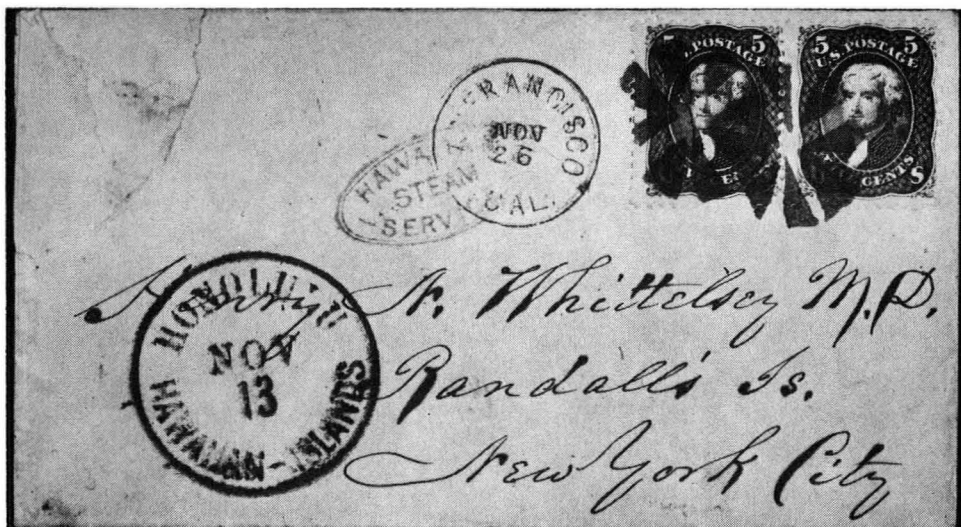
The Period Editor has no particular thought that he will, by publishing such descriptions and comments, cause dealers to drop the interpretive part of auction descriptions. He does hope that a larger measure of care will be used, so that these specialist items will be correctly described, and that if a describer is not sure of such a comment, he will omit it rather than publish as fact what is either a guess or wishful thinking.

The whole point of all the discussion is, however, that the buyer has to rely on the describer for the data part of the description, but he should, as far as possible, analyze the interpretive part of it on his own.

### HAWAIIAN STEAM SERVICE

Accompanying these notes is a picture of a cover bearing the red double lined oval marking *Hawaiian/Steam/Service*, which was in use at about the same time as the similar *China and Japan Steam Service*. This cover bears a pair of the U. S. 1862 5c brown, # 76, and its date of usage is undoubtedly in the 1860's. The illustration is from the photo files of Henry A. Meyer.

While we have no *Pacific Crossings*, with which to date these covers, a fair job possibly may be done by other means, if records of enough covers are accumulated. Consequently, reports of covers bearing this marking would be much appreciated by the Period Editor.



### PLATE CRACK ON A FIFTEEN CENTS LINCOLN

Figure B illustrates the upper left corner of a 15c black Lincoln, Scott's No. 77. As may be noted from the photo, the margin of this stamp shows a somewhat irregular plate crack running vertically just outside the upper left corner extremity of the stamp. This type of plate crack is often seen in the 1861 issue, and we are wondering if it is a phenomenon that occurs with case carburized and hardened plates, which would probably be very brittle, as well as very hard so as to resist wear. Case carburized and hardened steels often have an accompanying characteristic called "notch sensitivity." This term, used among engineers and metallurgists, means that such materials, when designed with sharp corners or grooves, may undergo at such points, very quick and sudden failures. The whole thing is about like cutting or scoring a piece of glass and then breaking it with slight pressure so as to bend across the line of the scoring. It is the notch sensitivity of the glass that permits sheets of ordinary glass to be parted in this manner.



Figure B

If notch sensitivity is behind the similar types of cracks in the 1861 issue, then the only source of such cracks in such a location that we can offer is that of layout lines. These would be scratched on the plate prior to entering the stamp positions from the transfer roll, and would be burnished off, partially, at least, after the plate was completely entered but before any heat treatment was applied.

All this is just a theory, of course, but we do believe that many such cracks exist in such locations in the 1861 stamps.

### CHICAGO POSTMARKS WITH INITIALS

An article concerning the unusual Chicago postmarks with initials appeared in *Chronicle* No. 64, and was reprinted, edited and with additions, in *Chicago Postal History*, a recent publication of the Collectors Club of Chicago. At the time there was speculation, if not a solid conclusion, that the initials were those of clerks in the Chicago post office, and some evidence was brought to bear seemingly substantiating this idea.

Mr. Jerry B. Devol has sent us copies of the pages from the 1863 *U.S. Register* listing the Chicago postal clerks between 1 July, 1862 and 30 June, 1863. There were approximately 130 names listed, but, much to our surprise, only one of the six names noted in the article in the *Chronicle* as having been clerks in the Chicago post office at about that time. Nor were we able to find any solid fit of initials, other than the one (George Armstrong) listed previously. However, if it is assumed that first name initials were as appropriate as including the last initial, then fits could be found for most of the initials.

To sum up, the list of names was of interest, but rather than furnishing additional proof, it tended, in a negative sort of way, to indicate that there may be some other answer to the problem.

### MAIL TO TRINIDAD RETURNED FOR POSTAGE

In *Chronicle* No. 70, page 93 there was illustrated (in an article titled as above) a cover bearing a 10c 1861 stamp, and an unusual label concerning the fact that the "requisite stamps" had been affixed to save "this letter from going to the Dead Letter Office." The label bore the name of Charles H. Woodhull, New York Post Office, with a request that the postage be remitted. The cover itself was something of a puzzler, and the Period Editor still is not at

all certain that he was very close to analyzing the routings correctly. However, at the time, and later in a "Classics Corner," in the *American Philatelist*, we asked for information concerning Woodhull, to whom the remittance for the postage was to be sent.

No more reports have been received of covers with the label. However, Mr. Jerry Devol has sent us information concerning Mr. Woodhull, as culled from the *U. S. Register*, for the years 1863 and 1871. In both of these Charles Woodhull is presumably listed as a clerk in the New York city post office. We say "presumably" because the name is listed as Charles Woodhall in the 1863 listing, and as C. H. Woodhull, in the 1871 listing. The name of Charles H. Woodhull appears in the *U. S. Registers* for 1875 and 1877, as well. However, we have little doubt that this is the man to whom the remittance for the stamp on the cover illustrated in *Chronicle* No. 70, was requested to be sent.

## WANTED

**CLASSIC 19th Century – U. S. COVERS**

**FIRST DAYS**

**STAMPLESS – TERRITORIAL – WESTERN – LOCALS  
CONFEDERATES – CIVIL WAR PATRIOTICS – EXPRESSES**

For My Outright Purchase, Consignment, or for  
My Public **AUCTION** Sales

**AL ZIMMERMAN 843 Van Nest Ave. Bronx, N. Y. 10462**

## Old U.S. Covers Are My Specialty

Write for My Free Special Lists

The 1971 Revised

**AMERICAN STAMPLESS COVER CATALOG**

BIGGER - BETTER - COMPLETELY REVISED PRICING

Paper Back, Postpaid ..... \$ 7.00

Hard Cover, Postpaid ..... 10.00

**E. N. SAMPSON**

**BOX 592, BATH, N.Y. 14810**

## CLASSIFIED ADVERTISING

**WANTED**—Pre-1869 covers of New Castle/Crawfordsville, IND. D. Smith, 5461 Sheffield—#212, Alexandria, Va. 22311.

**FOR SALE**—Specialist in 3c 1851-1857 offers covers and stamps on approval. References pls. Also offering #65, #114 and #184. U. S. Philatelics Co., Box 42818, Evergreen Park, Ill. 60642.

**CLASSICS** member needs help!! Urgently needs background data concerning U.S.P.O. Seals. Seymour Kazman, 2 Skelmor Crescent, Don Mills, Ontario, Canada.

**WANTED**—Petersburg, VA. covers, CSA and prior. A.L.T. Tobias, 3909 W. Slauson Ave., L. A., CAL. 90043.



# RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

## RAILROAD MARKINGS

### 1—Remele Catalog

(a) Mr. William Wyer submits N-4-b 33 mm. black New Haven & Bellows Falls R.R. on stamped envelope U2 to Illinois—no year date or back address. As example shows a period after initial R of R. R. and is more complete than tracing shown in Remele we are illustrating herein. See also *Chronicle* 57:12. (T. M. 35-C-1).

(b) Mr. R. K. Waite submits an 1858 cover with # 11 tied by 37½ mm. black Shelter Island, N. Y. townmark to Williamstown, Mass. Cover carries manuscript "R. R. L. I." which has all the appearances of a route agent marking although they are unusual on covers with townmark. Possibly, since Shelter Island mail was brought to mainland by boat, postal matter may have been handed to agent on train for sorting and thereby received his marking. Corner card usage is unlikely in this case as there was no station on Shelter Island. Tracing illustrated herewith and reports of similar usages are solicited. (Remele L 7-P). (T. M. 112-C-5).

(c) Henry Spelman sends in an Oct. 24, 1844 stampless cover with manu-



(a)

R. R. L. I.

(b)

RR

(c)



(e)

Rent  
RR Road

(d)

W

(f)

Figure 1

script "R. R. 12½" in blue ink from New York to Philadelphia. This is a very early usage for this route and prior to Aug. 11, 1845 reported in *Chronicle* 46:14. Assigned Remele No. N-15-h. (T. M. 244-E-1).

(d) Mr. R. K. Waite submits stampless cover Dec. 2, 1845 with pencil manuscript marking "Kent H. R. Road 3" (numeral may represent 5, because no 3c rate existed at this date), addressed to Cohoes, N. Y. Letter is headed New York, so writer apparently hand carried it to Kent, Conn. and mailed at station. Carried on Housatonic R. R. to West Stockbridge, Mass., and thence via Western Railroad to Albany, N. Y. A very early usage assigned Remele No. H-4-S-j. (T. M. 88-S-6e).

(e) Mr. David Jarrett submits a new Illinois Central R. R. station marking on stamped envelope U5 to Milton, Wis., as follows:

I-1-S-e. ILL. C. R. R. FROM MINONK.; 30½ mm. black, WYD 1855. Minonk is located on Dunleith line of Illinois Central 29 miles north of Bloomington, Ill. (T. M. 709-S-5).



Figure 2. Cover with 3c 1861 tied by Effingham station marking dated "OCT 14 1861." Second strike at left has "OCT 12" changed to "OCT 14" in manuscript.

## 2—Station Markings

Current auction results reflect the considerable interest being generated in railway station markings. This interesting group of markings needs further serious research and offers a fertile field for our readers that have a desire to contribute to philatelic knowledge. The only specialized works in this area that are known to the editor are:

"B. & O. Railroad Mail and Cancellations," by Michael Miller, *Fourteenth Congress Book*, 1948.

"Baltimore and Ohio Railroad Station Markings," by Charles L. Towle, *Thirty-Third Congress Book*, 1967.

Next in frequency to the Baltimore and Ohio station markings are those of the Illinois Central with 13 different stations known and probably many more unlocated and unreported. Our readers are urged to consider undertaking a specialized research project on these popular and attractive markings. We illustrate this month a fine example of 708-S-2—the Effingham, Ill. C. R. R.—struck twice on a cover to Fayetteville, Pa. (See Figure 2).

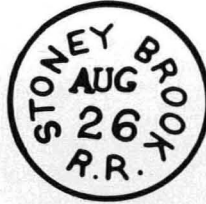
Plate XXIX



35-S-9



9-I-1



56-C-1



235-A-1



183-C-2



274-S-9b



278-S-3



476-E-1



385-S-2



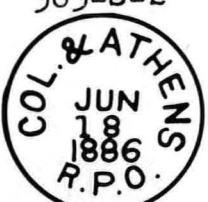
522-S-6



560-S-1



570-A-2



575-B-1



577-I-1



628-A-2



839-B-4



845-C-1



849-S-1



850-B-1

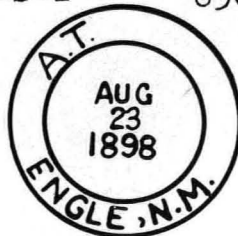


858-S-1



864-A-1

911  
-S-2



911  
-S-3



### 3—Towle-Meyer Catalog

Through the cooperation of Messrs. Apfelbaum, Fingerhood, Haas, Kester-son, Leet, Todsen, Walton and Wyer we are pleased to offer the following corrections and additions. Plate XXIX brings the number of markings added to our listings to 627 since the publication of catalog.

#### ERRATA

844-E-1 as listed in *Chronicle* 62 should read 1878—not 1778.

846-C-1 as listed in *Chronicle* 62 should read 1877—not 1788.

#### ADDENDA

52-C-1: B. C. & F. R. P. O. 25 black. Add year 1875 and X killer.

483-C-1: Texark. & Ft. W. Agt. 25½ black. Add year 1878.

694-F-1: Chi. & Bur. R.P.O. 26 blue. Add year 1875 and W killer. (See Figure 1-f).

761-E-1: Calmar & Chamb. W. D. R. P. O. 27 black. Add WYD 1884 and E killer.

839-B-2: Chi. & Ft. How. R. P. O. 26 black. Add S killer.

839-E-1: Chic. & Gr. Bay R. P. O. 25 blue. Add Year 1874.

#### PLATE XXIX

##### Maine

9-I-1: 25 black, Banknote. Partial. 15. (Grand Trunk R. R.).

##### Vermont

35-S-9: 31½-20½ D. Circle, blue, WYD 1886. 12. (Connecticut River R.R., Mt. Hermon, Mass.—10 miles north of Greenfield).

##### Massachusetts

56-C-1: 25½ black, Banknote. 40.

##### Pennsylvania

183-C-2: 26½ black, WYD 1885. 3. (Allentown and Harrisburg).

235-A-1: 36 black, Banknote. 35. (Pittsburgh & Connellsville R.R.). (Same as Remele P-11).

##### Maryland

274-S-9b: 28½-20 x 23-14½ D. Oval, blue, WYD 1879. 18. (Baltimore & Ohio R. R. Ijamsville on old main line 50 miles west of Baltimore).

##### West Virginia

278-S-3: 28½-19½ x 22½-14 D. Oval, blue, WYD 1875. Partial. 35. (Baltimore & Ohio R. R.). (Possibly Board Tree Depot, Station or Tunnel). Station in West Virginia on Grafton-Wheeling line.

##### Florida

385-S-2: 32-20½ D. Circle, blue, WYD 1895. 10. (Florida Central and Peninsular R. R. Station 7 miles south of Gainesville, Fla.)

##### Texas

476-E-1: 27½ black, WYD 1884. Partial. 3. (Houston & El Paso-Western Division).

##### Kentucky

522-S-6: 30½-18 D. Circle, blue, WYD 1883. Partial. 12. (Cincinnati Southern Railway—Oneida, Tenn.—49 miles south of Somerset, Ky.).

##### Ohio

560-S-1: Shield, black, WYD 1876. 15. (Pittsburgh, Fort Wayne & Chicago Railway—possible corner card usage—station 27 miles east of Mansfield, Ohio).

570-A-2: 25½ blue, Banknote. 6. (Dresden and Cincinnati).

575-B-1: 26½ black, WYD 1886. 3. (Columbus and Athens).

577-I-1: 27 black, WYD 1884. 2. (Toledo and Lafayette Night Line).

##### Michigan

628-A-2: 26 blue, Banknote. 3. (Bay City and Detroit).

##### Wisconsin

839-B-4: 26 black, 1877. 3. (Chicago and Fort Howard).

845-C-1: 26 black, WYD 1882. 4. (Green Bay and Winona).

849-S-1: 31½ x (24) Oval, blue, WYD 1877. Partial. 30. (Wisconsin Central R.R.—Phillips and Colby Construction Co. Chippewa Crossing—now Glidden—44 miles south of Ashland, Wis.)

850-B-1: 26½ black, WYD 1888. 5. (Fond du Lac & Milwaukee).

858-S-1: Fancy Rectangle (-) x 30 black, WYD 1890. 6. (Chicago & Northwestern—Elmo, Wis.—21 miles north of Galena, Ill.).

**Catalog Route 864: Oconto-Clintonville, Wis. via MILWAUKEE, LAKE SHORE & WESTERN R. R.**

**Route Agents:** Oconto-Clintonville, Wis. 1885-1 clerk. (57 miles).

**Markings:** 864-A-1: 27 black, Eighties. 4.

##### Kansas

911-S-2: 30½-20 D. Circle, blue, WYD 1898. Partial. 15. (Atchison, Topeka and Santa Fe R. R.—Engle, N. M. on El Paso branch 141 miles south of Albuquerque).

911-S-3: 30½-20 D. Circle, blue, WYD 1892. (Possible partial). 26. (Atchison, Topeka & Santa Fe Railroad—Wallace on main line 37 miles east of Albuquerque).

## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

### A RARE COVER TO ROME

George E. Hargest

The February 1867 issue of the *U. S. Mail and Post Office Assistant*, page 2, carried the following announcement:

Revised Rates of Postage, by Bremen or Hamburg Mail

We are requested to state that an arrangement has been concluded with the Bremen and Hamburg Post Departments, revising and reducing the rates of postage to be hereafter charged upon letters exchanged, by Bremen and Hamburg Mail.

The postage charges per half-ounce, in future, will be as follows:

To Bremen by Bremen m'l 10c—by Hamburg m'l .....	15c
Hamburg by Hamburg m'l 10c—by Bremen m'l .....	15c
Oldenburg by Bremen m'l 13c—by Hamburg m'l .....	15c
Lauenburg by Bremen m'l 15c—by Hamburg m'l .....	18c
States of the rest of the German-Austrian Postal Union (listed separately) by Bremen or Hamburg m'l .....	18c
Schleswig-Holstein and Denmark by Bremen or Hamburg mail .....	15c
Sweden by Bremen or Hamburg mail .....	21c
Norway " " " " " .....	25c
Holland " " " " " .....	18c
Russia " " " " " .....	20c
Belgium " " " " " .....	18c
Switzerland " " " " " .....	19c
Italy " " " " " .....	24c
Turkey " " " " " .....	32c
Greece " " " " " .....	35c
Gibraltar, Spain and Port'gl .....	25c
Australia, India, & China, via Marseilles .....	37c
" " " " via Trieste .....	55c

Prepayment of postage is optional in each case, with the following exceptions: To Australia, India and China, by Bremen or Hamburg mail—to Portugal, via Hamburg, and the city of Rome, via Bremen—the postage is required to be prepaid by stamps.

Fortunately, the rates to the States of the German-Austrian Postal Union and to Schleswig-Holstein and Denmark in the above table were not reflected in the table of postages to foreign countries published in the February issue, for a serious error had been made. In the March issue on page 2, the editor cited the error as "typographical" and corrected it by republishing correctly the entire schedule. The error consisted of transposing the rate to the States of the German-Austrian Postal Union and the rate to Schleswig-Holstein and Denmark. The rate to the States of the German-Austrian Postal Union was, therefore, 15c, while the rate to Schleswig-Holstein and Denmark was 18c.

Of especial interest is the rate to Italy. The kingdom of Italy was proclaimed on 17 March 1861 with Milan as capital, and without the territories of Venetia and the Papal States. During the Seven Weeks War between Prussia and Austria, Italy allied herself with Prussia and wrestled Venetia from Austria. Uprisings in the Papal States, largely led by Garibaldi, had reduced the territory of the Papal States to Rome and a narrow strip of the Italian Western coast which included the port of Civitavecchia. In 1867 Napoleon III of France sent French troops to this area to protect the Pope. During the Franco-Prussian War, on 19 August 1870, the French troops left to fight the Germans. The Pope's remaining troops, the Zouaves, an international force of ardent Catholics, and the mercenary Swiss Guards put up a fight, but were defeated, and Rome was entered by the Italian army. On 2 October 1870 a plebiscite was held and Rome was annexed to the Kingdom of Italy,<sup>1</sup> and became its capital. This history is important because the Bremen/Hamburg rate to Italy also included the city of Rome, as indicated by the footnote to the above schedule which states that prepayment to the city of Rome, via Bremen, was required by postage stamps.

Mr. Raymond Vogel, RA 563, presents the cover illustrated in Figure 1. This cover is prepaid with the Bremen rate of 24 cents by a pair of 12 cent stamps issued in 1861. It was posted in Milwaukie, Wisconsin, addressed to Rome, and endorsed "Via Bremen & Hamburg." It bears a lightly struck N. YORK BREM. PKT/SEP/19/ PAID marking in red, of a type not listed by Simpson,<sup>2</sup> and a red handstamped "21." The date of 19 September indicates that this cover was conveyed across the Atlantic by *Hermann* of the North German Lloyd. The "21" represents the United States credit to Bremen for G.A.P.U. transit and foreign transit to the Roman frontier, and also indicates the United States retained its inland postage of three cents. The German markings in red crayon indicate 16 kreuzer, which was the G.A.P.U. postage (crossed out) plus "Wf 14" (weiter-franco 14 kreuzer) for the postage beyond, the total of which is 30 kreuzer, which at 0.67 of a cent was worth a little more than 20 cents, and was the German equivalent of the 21 cent credit. The Roman rates were on the quarter ounce basis, and this letter was rated as a double rate letter in Rome. It was marked at upper left "2." In 1867 Rome had adopted the Lira and the centesimo as its money, which was equated to the French franc and centime. Rome marked it for a collection of "10," which is evidently 10 decimes, or twenty cents. Rome was not liberal in its postage rates.



Figure 1. This cover was sent from Milwaukie, Wis., to Rome by the Bremen route, prepaid 24c. This rate was in effect only between 1 February and 31 December 1867. This is the only cover at this rate seen by this editor.

### One reason why covers to Italy prepaid by stamps are scarce

The *U.S. Mail and Post Office Assistant* for March 1867, page 1, carries the following:

From Frances Power Cobbe's works on Italy we gather the following information concerning the recent improvements in postal matters in that country:

The postoffice service has been vastly improved and relieved from government espionage. In the 'good old times' of Bomba and Bomballino, at Rome, and throughout Italy generally, every difficulty that could be devised, short of absolute prohibition, was 'prudently' laid in the way of epistolary correspondence. Railroad and postal facilities are among the most active of democratic agencies in these days, and his Holiness and the other despotic princes of Italy were wise in their generation in refusing to encourage them. Outside of the Papal States, everywhere throughout the kingdom of Italy, there are now abundance of offices and pillars for letters, letter carriers, and the proper machinery of the post. Special conveniences are even given the transmission of local newspapers by issue of stamps worth only one centesimo (the fifth of a cent); the general postage throughout the kingdom for letters being fifteen centesimo, or a cent and a half. It is admitted also, that persons losing letters have a right to make complaints—an immense

step for Italy!—and the strictest engagements are given on the part of the government that all correspondence is sacred and free from examination.

But, with all these improvements, the postal system of Italy is still very far behind the English and American systems, both as regards rapidity of transmission and perfect safety of delivery. Our clerks could hardly, with impunity, fail to find a pile of letters that had been in the office for many weeks, or to destroy others for the sake of making a stamp album. They do so in Italy yet. It is rather desirable to be forewarned that a rare American stamp on a letter will probably ensure its being stopped at the postoffice. Report says that the wives of certain postmasters in Italy have the richest albums in Europe.

One is led to wonder had this cover borne a 24c instead of a pair of 12c stamps whether it would be in existence today. Of course, it is remarkable that this cover exists at all. Very little mail was sent to Rome by the Bremen/Hamburg route, most mail to Rome going by French mail, which was the only route in 1867 that paid the rate to destination. The 24 cent rate by Bremen mail was in force only between 1 February 1867 and 1 January 1868, an eleven month period by a seldom used route, and this is the only cover that bears it seen by this editor.

#### Footnotes

<sup>1</sup> Langer, William L., *An Encyclopedia of World History*, p. 659.

<sup>2</sup> Simpson, Tracy W., *United States Postal Markings, 1851-1861*, pp. 91-109.

### MAILS BETWEEN SPAIN AND THE UNITED STATES (1 July 1849-1 January 1868)

The terms upon which mails were to be exchanged between the United States and Spain were first set forth in the Articles for carrying into execution the Postal Convention of December 15, 1848 between the United States and Great Britain.<sup>1</sup> These articles provided that letters not exceeding one-half ounce in weight when sent via Southampton be charged by Great Britain 68 cents when conveyed across the Atlantic by British packet, and 52 cents when conveyed by American packet. To these amounts were added 5 cents for U.S. inland postage when conveyed by British packet, and 5 cents inland plus 16 cents sea postages, when conveyed by American packet. Thus, a uniform rate of 73 cents, whose prepayment was compulsory, paid the rate of a half ounce letter from the United States to Spain, via Southampton. Mails by this route were made up at London on the fourth and 20th of each month for a sailing on the following day from Southampton of a packet of the P. & O. line. The mails were thus conveyed to Gibraltar, and thence to Spain, while the packet continued to Malta and thence to Alexandria.

There was a second route to Spain included in the Articles of execution. This was a route *via France*, and by this route the mails were made up at London and sent to Dover, across the Channel to Calais, and thence by rail to Marseilles, whence they were sent by Mediterranean packet to Barcelona, Cartagena or Malaga. The rates by this route are presented in Table I. Prepayment in the United States of the rates shown in this table was compulsory.

TABLE I  
Mails between the United States and Spain, via France.

	Rate	
	Under ¼ oz.	Under ½ oz.
<i>By British packet</i>		
British postage	26c	26c
Foreign postage	10	20
Credited to Great Britain	36c	46c
United States postage	5	5
Total rate	41c	51c
<i>By American packet</i>		
British postage	10c	10c
Foreign postage	10	20
Credited to Great Britain	20c	30c
United States postage	21	21
Total rate	41c	51c

Figure 2 presents a cover sent *via France* which must have weighed under

$\frac{1}{4}$  ounce, and is prepaid 41c, which is indicated in lead pencil at right. On the reverse is a circular BOSTON/AUG/18/AM. PKT. marking in black, and on 18 August 1854 the mails were made up at Boston for a sailing of *Atlantic* from New York on 19 August 1854. The letter was evidently posted in Boston addressed to Malaga, Spain. The Boston office marked it PAID and credited Great Britain 20c in red crayon, retaining 21c for United States inland and packet postages. The London office marked it PAID/GJ/30 AU 30/ 1854 and also PF in oval, both markings in red-orange. The PF marking indicates that it was paid to the frontier of Spain. The letter was sent to the French office at Calais and bears a double circle marking ANGL./CALAIS with (AU 1) at left and G at right, the meanings of which are not known to this author. The marking is dated 31 AOUT (August) 54 and represents the date the letter was forwarded from that office to Spain, evidently in closed bag. On the reverse is a red Malaga marking with what appears to be 10 September 1854. On the face is a collect marking in blue 2 OR. The author does not know the meaning of the "O" in this marking, but it evidently means 2 reales collect. It is not likely this is 20 reales, for that would make the inland postage in Spain one dollar (U. S.).

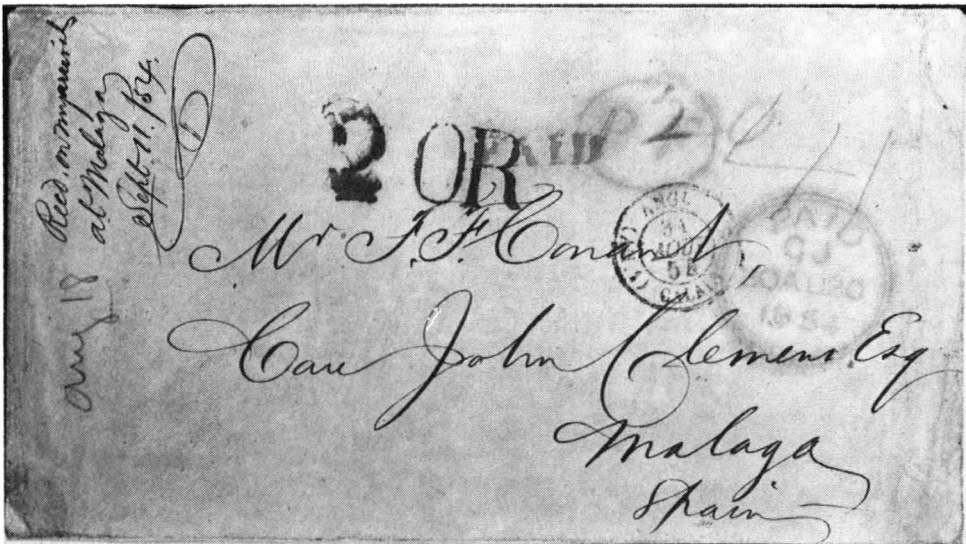


Figure 2. From Boston to Malaga, Spain, by "Atlantic" of the Collins line. It is prepaid 41c for an under  $\frac{1}{4}$  ounce letter, via France, which paid the rate to the Spanish frontier.

On 21 May 1858 a postal convention between Spain and Great Britain was signed at Aranjuez, Spain.<sup>2</sup> Ratifications were exchanged at Madrid on 10 July 1858. The convention was to come into operation three months after the ratifications were exchanged. British exchange offices were established at 1. London. 2. Dover. 3. Southampton. 4. Plymouth. 5. Gibraltar. The Spanish offices were 1. Irun. 2. La Junquera. 3. San Roque. 4. Cadiz. 5. Vigo. 6. Santa Cruz de Teneriffe.

Article IV states the international rate as follows:

For every letter prepaid in the United Kingdom of Great Britain and Ireland, addressed to Spain and the *Balearic* and the *Canary Islands*, whether conveyed *via France*, or by the sea route, the British Post Office shall collect 6 pence per  $\frac{1}{4}$  of an ounce, or fraction of  $\frac{1}{4}$  of an ounce.

Reciprocally, the total amount of postage to be collected in Spain and the *Balearic* and the *Canary Islands*, upon letters addressed to the United Kingdom of Great Britain and Ireland, whether conveyed *via France*, or by the sea route, shall be as follows:

For every letter prepaid in Spain, the *Balearic* and the *Canary Islands*, addressed to the United Kingdom, the Spanish Post Office shall collect 2 reales de vellon per  $\frac{1}{4}$  ounce, or fraction of  $\frac{1}{4}$  of an ounce.

For every unpaid letter posted in the United Kingdom of Great Britain and Ireland, addressed to Spain, the *Balearic* and the *Canary Islands*, and in like manner, for every unpaid letter posted in Spain, the *Balearic* or the *Canary Islands*,



addressed to the United Kingdom of Great Britain and Ireland, there shall be collected by the office which delivers it, double the above-mentioned rates of postage.

And for every letter upon which an amount of postage insufficient for its prepayment has been paid, there shall be collected by the office which delivers it double the amount of difference between the postage prepaid and the postage which should have been prepaid. When, however, the postage stamps affixed to a letter shall represent a sum less than 1 rate of 2 reals, or 6 pence, according to the place in which the letter originates, no account shall be taken of such stamps, and the letter shall be treated as an unpaid letter.

The rates to or from *Colonies or countries beyond the sea* were set forth in Article VII. The pertinent portions of this article are as follows:

For unpaid letters addressed to Spain, and the *Balaeric* or the *Canary Islands*, the like rates (The sum of 2 shillings per ounce British, net weight, for the transit over the territory of the United Kingdom and for sea conveyance).

These articles made it possible for the United States to send and receive letters to or from Spain by the British open mail. A letter sent by British packet would require that the United States inland postage of 5 cents be prepaid in the United States. Great Britain would charge for a single letter of  $\frac{1}{4}$  of an ounce, one fourth of two shillings (24 pence), or 6 pence, which, by the convention was equated to 2 Spanish reales.<sup>3</sup> Since the letter was unpaid 4 reales would be charged. To this amount was added the international rate which for an unpaid letter amounted to 4 reales. Thus, a letter by British packet would require a collection in Spain of 8 reales, if it had been conveyed by British packet.

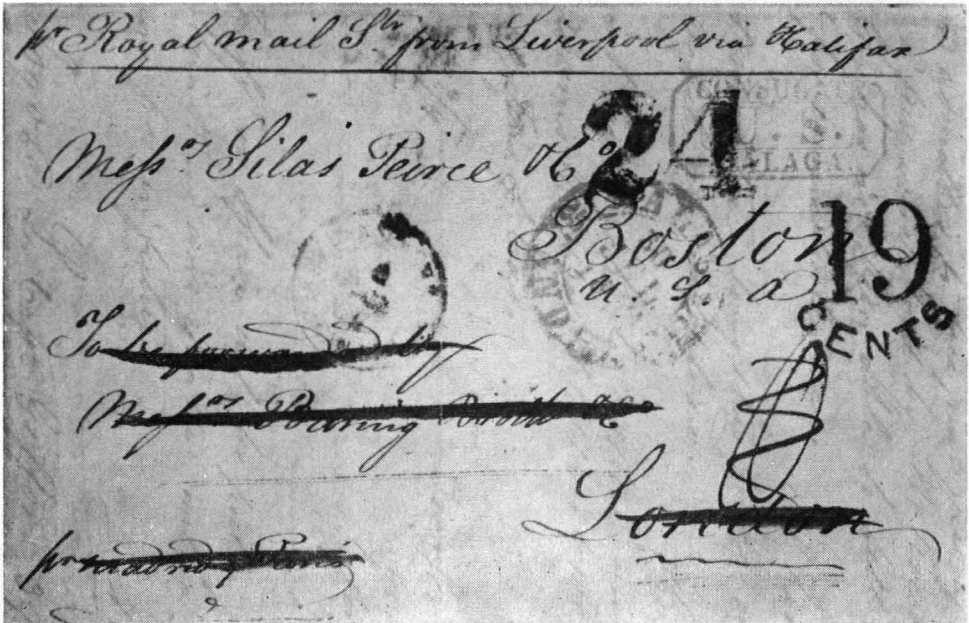


Figure 3. From Malaga to Boston, showing the procedure used when the letter was sent through British agents, and forwarded under the U.S.-British treaty.

A letter by American packet would be treated as a letter originating in England, and Spain would charge the unpaid letter rate of four reales. Letters originating in Spain were prepaid to the United States frontier, and since they were prepaid, British transit and sea postage amounted to 2 reales, and the international rate, 2 reales, therefore, 4 reales paid the rate to the United States frontier by British packet. Five cents U. S. inland was collected in the United States. It appears that this was the only rate prepaid in Spain. If London sent the letter by an American packet, the British evidently credited the United States with 16 cents packet postage.

In 1866 there was a change in Spanish currency. Spanish currencies through this period are presented in Table II.

### Regarding Covers

Figure 3 illustrates a cover sent from Spain through British Agents, the chief method of correspondence before the U. S.-British treaty, and used for a considerable period thereafter. The cover is addressed to "Messrs. Silas Peirce & Co./Boston/U.S.A. To be forwarded by/ Messrs. Baring Brothers & Co./London," and also noted, "forwarded by Paris." It is endorsed at top, "pr Royal mail Str. from Liverpool via Halifax." At upper right it bears a blue CONSULATE/ U. S./ MALAGA marking. It was evidently posted by a member of the U. S. Consulate as an unpaid letter for delivery to Baring Brothers, agents of Silas Peirce & Co. On the face is a red Malaga postmark dated 30 July 1849. On the reverse is a circular London mark BY/8 AU 8/ 1849, showing the date of its arrival in London. On the face is a manuscript "10" for postage from Malaga to London, and indicating that the international rate at that time was 10 pence. Baring Brothers paid the 10 pence, crossed it out and also crossed out everything except the endorsement and Peirce Company's address in Boston. The letter was then forwarded as unpaid under the U. S.-British treaty. On the reverse is a maltese cross marking, LS (Lombard Street)/ 10 Au 10/1849, showing that it was forwarded by that office to Liverpool for a sailing on 11 August by *Canada* which arrived in New York on 25 August 1849. The London office had debited the United States with 19 cents (3c British inland and 16c packet postages). New York marked it for a collection of the international rate of 24 cents, which allowed the United States to retain 5 cents inland postage from the collection.

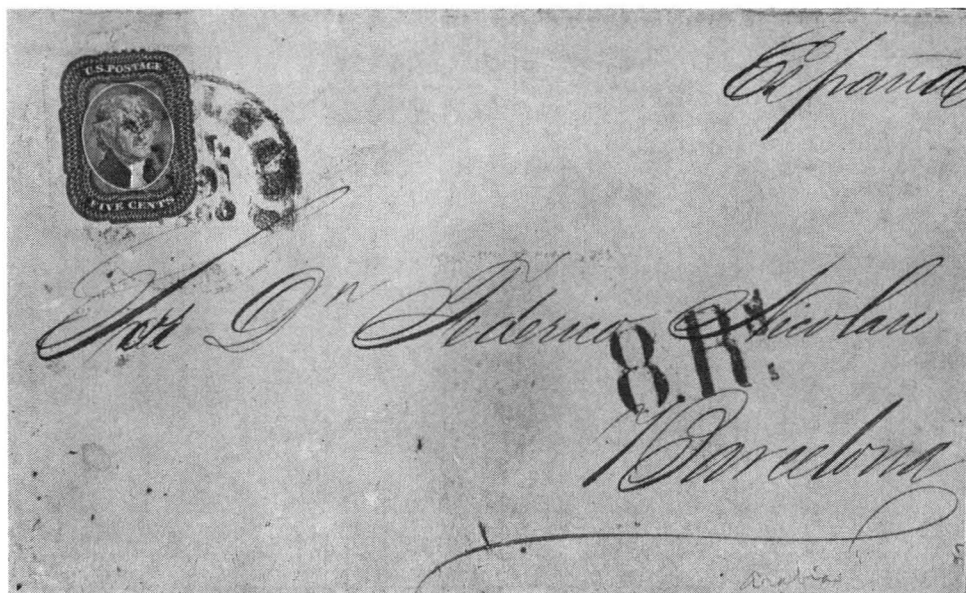


Figure 4. From New Orleans to Barcelona, by "Arabia" of the Cunard line. Sent in the British open mail under the U.S.-British treaty and the treaty of 21 May 1858 between Spain and Great Britain. Because it was considered an unpaid letter, 8 reales were collected in Spain. These covers do not bear "currency" or "tray" markings because the mails were closed at London and passed through France as closed mail.

Figure 4 illustrates a British open mail cover franked with a perforated 5c, brown, type I, stamp of the 1857 issue. It is postmarked New Orleans, 19 July 1860, and is addressed to Barcelona. On the reverse is a BOSTON BR. PKT. /JUL/25 marking in black, and on 25 July 1860, *Arabia* of the Cunard line sailed from Boston. On the reverse is a London marking dated 6 August 1860, a La Junquera marking with indistinct date, and a Barcelona marking dated 9 August 1860. This cover evidently was conveyed across France by railroad to La Junquera, which is on the Pyrenee border, a few miles northwest of the port of Roses. The Spanish marked it in black for a collection of 8 reales. Since the letter was unpaid from the United States frontier, double postage was charged.

TABLE II

Spanish Currencies

1849  
1 Real Vellon (5c) = 8 Cuartos (.625c); 1 Cuarto = 4 Maravedis (.156c)  
1864

The Escudo was introduced in 1864. It contained 200 grains of coin silver<sup>4</sup> as compared with 412.5 grains in the U. S. dollar. Although introduced in 1864, it was not reflected in postage until 1866.

1 Escudo (50c) = 10 reales (5c) = 100 Centimos = 1000 Milesimos  
10 centimos = 1 real. 100 Milesimos = 1 real

1871

Spain joined the Latin Coinage United and introduced the Peseta, which had the gold and silver content of the French franc.

1 Peseta (19c) = 4 reales = 100 centimos.



Figure 5. From Malaga to New York by British open mail. Since the letter was prepaid to New York, only 4 reales were charged. New York exchange office 5c due marking shows British packet service, which was by "China" of the Cunard line.

Figure 5 illustrates a cover posted in Malaga addressed to New York and prepaid 4 reales by two 2 real stamps issued in 1864, blue on pink paper. It bears a Malaga marking dated 7 August 1864, a London marking dated 12 August 1864, and a New York exchange office collect marking 5/N. YORK BR. PKT/slug/23, which was evidently 23 August 1864, and on that date *China* of the Cunard line arrived in New York. Since this letter was prepaid to the United States frontier, only a single rate of 4 reales was charged.

Mr. Paul J. Wolf, RA 896, submits the cover illustrated as Figure 6. It was posted in New York addressed to Lloreda, Spain, and endorsed, "Per Str. Australasian/open mail." It was paid 5c by a 3c of the 1861 issue, and a "Black Jack" 2c issued in 1863. Of course, Mr. Wolf's interest is in the "Black Jack" used to Spain, but of more general attraction are the many other interesting features of the cover.

It was prepaid with the British packet rate, endorsed to a British packet, and bears a NEW YORK/FEB/21/BR. PKT marking in black on its face. Cunard records show that *Australasian* sailed from New York on 21 February 1866. On the reverse is a London marking dated 5 March 1866. On the face also is a PAID ONLY/TO ENGLAND marking in two straight lines. This marking should appear only on covers sent by American packet. Either the New York office sent the letter on a letter-bill showing American packet service, or the London office made an error and did not charge sea postage. It was forwarded

to Spain as if were an American packet letter charged only with the international rate of 4 reales for an unpaid letter. The "4R" marking on the face is in red.

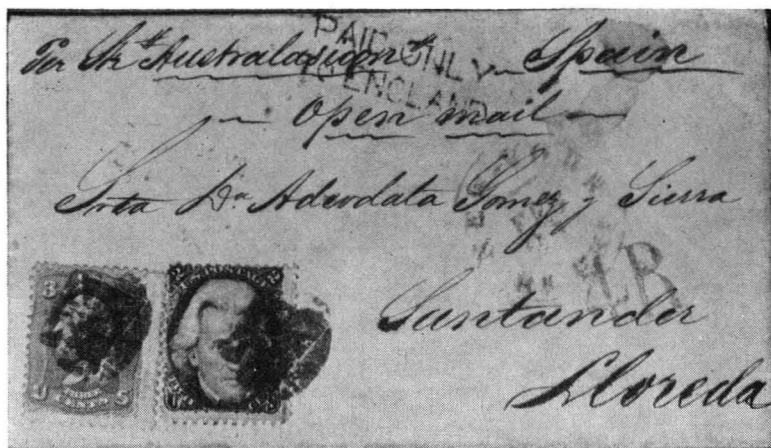


Figure 6. Prepaid 5c in New York for British packet service, by a 3c 1861 and a "Black Jack," this letter was mistaken for an American packet cover in England and marked "PAID ONLY TO ENGLAND." It was forwarded to Spain charged only with the international rate and only 4 reales were collected in Spain.

Figure 7 illustrates a cover posted in New Orleans addressed to Barcelona. It is prepaid 5c for British packet service by a 5c brown stamp of the 1861 issue. It bears a NEW YORK/JUN/27/ Br. PKT marking in red. *Scotia* of the Cunard line sailed from New York on 27 June 1866. The London office made an error and marked the cover "PAID." This was discovered and was obliterated by a black diamond grid marking with "12" in center. The cover was then marked on its reverse with a circular JY/LONDON/JY/ 7/66 marking in red. Also on the reverse is a double circle ESPANI/LA JUNQUERA marking in blue dated 1 July 1866, and a Barcelona marking of the same date. On the face is a blue "8Rs" marking indicating that 8 reales were to be collected.



Figure 7. New Orleans to Barcelona, prepaid 5c for British packet service, which was by "Scotia" of the Cunard line. The London office, in error, marked it PAID, which they obliterated with a black grid. The unpaid letter rate of 8 reales was collected in Spain.

Letters could also be sent to Spain by French mail under the U. S.-French convention of 2 March 1857. The rate was 21c from the United States to Behobia,



Figure 8. Rochester, Mass., to Malaga by French mail. The 21c prepayment paid the rate to Behobia on the Franco-Spanish border. The New York exchange office credit marking shows the British packet rate of 18 cents. Under the Spanish-French arrangement 4 reales were collected in Spain.

a small town on the border north of San Sebastian in the southwest corner of France. The mail was sent across France by railroad, and from Behobia into Spain. What arrangements the Spanish made with the French for this service are not known to the author, but covers indicate that Spain collected 4 reales per  $\frac{1}{4}$  ounce on French mail letters. Figure 8 illustrates a letter sent by French mail. It was posted in Rochester, Mass., on 8 April 1867, addressed to Malaga, Spain. It was prepaid 21 cents by a pair of 10c and a 1c stamp of the 1861 issue. It was sent to the New York office which on 9 April 1867 made up a French mail for the sailing on the following day of *China* of the Cunard line. The credit of 18c in the New York marking was divided 6c for French inland and British transit, 6c for sea postage, and 6c transit from France to the Spanish border. Although marked "P.D.," which normally means paid to destination, in this case it meant paid to the "Limit of Prepayment" which was Behobia.

Figure 9 illustrates a cover posted in Madrid addressed to New York, and is prepaid 120 centimos by a block of four and a pair of 20 centimos, lilac, stamps. These were evidently the first stamps issued by Spain showing use of the new money. Since 40 centimos paid the  $\frac{1}{4}$  ounce rate, this was considered by the Spanish postoffice to be a letter weighing over  $\frac{1}{2}$  ounce, and three rates were charged. It was marked by Spain "P.D.," the destination evidently considered to be the United States frontier. The letter arrived at the London office and was marked PAID, and was sent as endorsed to Queenstown, where it was put aboard *Australasian*, which sailed from Liverpool on 20 October 1866, and arrived in New York on 1 November 1866. The New York office found the letter not to weigh over  $\frac{1}{2}$  ounce and charged a single rate collection of 5 cents. The Spanish may have been confused by the new currency, or the overcharge may have been deliberate. Even if the person who mailed the letter knew he was

## POSTAL HISTORY MATERIAL

We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Territorials and Westerns, and we are strong in Hawaii. We do not stock United States stamps at all.

### NEW ENGLAND STAMP CO.

45 Bromfield St.

Boston, Mass. 02108



Figure 9. Madrid to New York, prepaid 120 centimos, which at 40 centimos a single ¼ ounce rate, was sufficient to prepay a letter weighing over ½ ounce. Only 5 cents were collected in New York, which indicates that either Madrid or New York made an error in the weight of this letter.

being overcharged, he would not have dared to complain. In October 1866 the suppressed insurrection of General Prim was resulting in daily executions,<sup>5</sup> and the grinding absolutism of Isabella II was complete. In 1868 the Spanish were able to “boot her out,” but until then a complaint to even a minor functionary could have dire results.

#### Footnotes

<sup>1</sup> 16 *U.S. Statutes-at-Large* 794.

<sup>2</sup> *Hertslet's Commercial and Slave Trade Treaties*, vol. 10, pp. 994-1001.

<sup>3</sup> *Ibid.*, p. 1010.

<sup>4</sup> *Encyclopaedia Britannica*, XI edition, p. 908.

<sup>5</sup> Langer, William L., *An Encyclopedia of World History*, p. 646.

### LET US DISPEL A MYTH

One often reads in the description of a cover at auction that the stamp or stamps thereon have a killer of a certain type and color “with matching postmark.” This leads to the conclusion that the color and shade of the killer and postmark should be the same. The *U. S. Mail and Post Office Assistant* for December 1867, page 2, has the following instruction to an inquiring postmaster:

Letters must bear the postmark and the date on which the mail containing them is actually sent off. (Sec. 91, reg. 1866). This does not prevent you effectually cancelling stamps immediately after the letters are deposited in the office. It is not necessary that the operation of postmarking and cancelling stamps should be done simultaneously.

It is, therefore, possible to have a very light killer and a very heavy postmark, or *vice versa*, depending upon whether the pad was inked prior to application of the killer, and was much drier when the postmark was applied, or whether the pad was inked between the application of the killer and the postmarking. The large number of covers that do have matching killers and postmarks indicates that many offices did perform both operations simultaneously, but it was not necessary that they do so. A cover that shows a deviation in shade or color of ink between killer and postmark may be as good as gold.

#### Errata

In George E. Hargest, *History of Letter Post Communication Between the United States and Europe, 1845-1875*. Error in transcription from Bonsor, p. 134, 1st column, 3rd paragraph, 1st line, please change “the provisional government of Canada” to “the provincial government of Canada.” (My thanks to Susan McDonald for calling this error to my attention).

## THE COVER CORNER

SUSAN M. McDONALD, Editor

### ANSWER TO PROBLEM COVER IN ISSUE NO. 74

The May problem cover (Figure 1) was mailed at Washington, D. C. on April 10, 1874, addressed to Archibald Banes at Bedford, Iowa. The addressee could not be located, so the letter was advertised. There are two strikes of ADVERTISED in a circle; in the center of one is "4/26" in pencil; over the other is a red "2." Cal Hahn, who sent a complete analysis of the cover, thinks that the "2" means 2c due for advertising and that the letter was advertised a second time on April 26. My recollection is that the advertising fee was 1c at this date, but I have not been able to verify this, or to determine whether the fee could be more if an item was advertised more than once. Warren R. Bower also wrote concerning the cover and speculated that "2" might be the advertising fee, although he notes that it was 1c in 1879 and after. I believe April 26 was the date on which the letter was first advertised (if, indeed, it was advertised twice), because the time elapsed since the Washington postmark was only 16 days. On May 24, four weeks after advertising, the addressee still had not been located. The Bedford post office marked the letter UNCLAIMED, backstamped it with its ordinary datestamp, and sent it to the Dead Letter Office in Washington. On arrival there June 7, the letter was marked with the D. L. O.'s receiving stamp and, in accordance with established practice, assigned a number, in this case 104. The D. L. O. then returned it to the Second Auditor's Office, where it was stamped on receipt June 8.

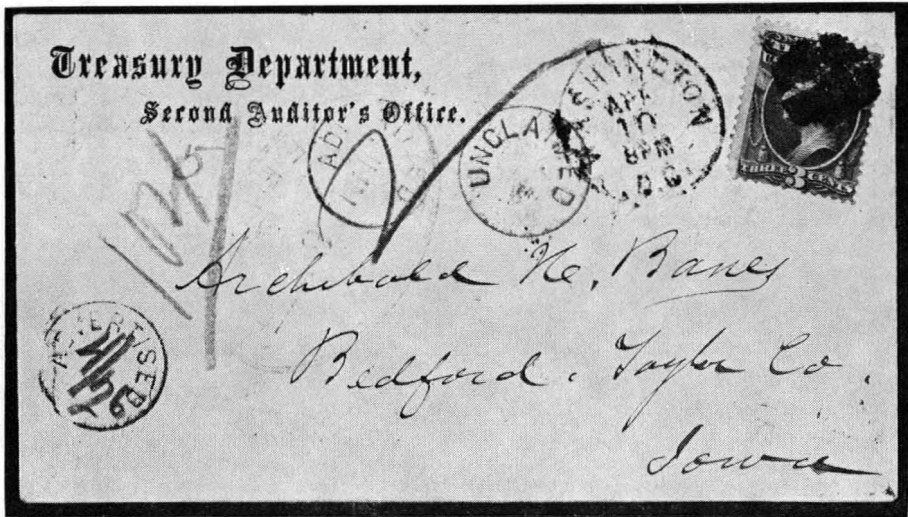


Figure 1

Cal points out that there is an odd "5" (which I overlooked in describing the cover) over the 104, but does not have an explanation for it. I'm afraid I have no theory to account for it, either.

Mr. Bower asks why the letter was sent to the D. L. O. at all when the return address was clearly visible at the upper left. The only explanation I can give is that the Bedford post office failed to observe proper procedure in its treatment of this letter, or that its interpretation of the regulations was mistaken. The act of June 8, 1872 (as outlined in part in the U. S. P. O. D. pamphlet "Postage Rates 1789-1930") stated:

When the writer of any letter on which the postage is prepaid shall indorse upon the outside thereof his name and address, such letter shall not be advertised, but after remaining uncalled for at the office to which it is directed 30 days, or the time the writer may direct, shall be returned to him without additional charge for postage.

The problem cover, of course, does not have the name of the actual writer on it, but it does have a valid return address, and it seems to me that the Bedford post office acted improperly in advertising the letter and then in forwarding it to the Dead Letter Office instead of returning it directly to the Second Auditor's Office.

### READERS' COMMENTS

The questionable covers shown in the May issue provoked comments from many sources—nearly all unfavorable. Jim Kesterson, who has seen the actual covers, feels that several are clearly bad and is suspicious of most of the rest. He remarks that a skull and crossbones cancel, such as that on cover (d), is not known used earlier than on the 1861 issue, and that the WAY markings and BOONESVILLE, COL. postmark—covers (e), (f), and (g)—are not authentic.

In regard to the Boonesville cover, Dave Jarrett writes that it “undoubtedly has the stamp added. The post office was established on January 2, 1863, and the earliest marking that I've recorded is a BOONEVILLE C. T. NOV 17 (1864) single circle used as a dateline on a letter. The only BOONEVILLE COL. that I know of was used on January 9 on a 3c '69.

“I've been recording Colorado territorials for over a decade and have never seen a 10c '57 used in what is now Colorado.”

Cal Hahn states that the HOMER postmark (f) does not fit known styles for 1853, and believes that, if genuine, it must be 1863. (On the photograph the year date is quite illegible, but it does read 1853 on the actual cover when viewed under a strong glass. Therefore, it seems likely that the postmark, as well as the stamp and cancel, has been tampered with.) Cal also comments on cover (c). “Owasco is not known with a handstamp in stampless period but rather used manuscript markings at least as late as 1853. For a town that was that late in putting in a handstamp, to have a PAID ALL is almost inconceivable.”

Some general remarks about PAID ALL markings and other doubtful ones were received from Tracy Simpson; because of their pertinence, I quote them at length:

... I've been looking for years for a genuine cover bearing a 3ct No. 25 or 26 cancelled PAID ALL, but have never found one. It has been catalogued in Scott's U.S. Specialized for years, but nobody has found one, except that Prof. Hargest wrote that this marking does appear on a scarce foreign-rate cover—the nature of which I do not remember . . .

Anyway, as having long sought an example of PAID ALL with no success, I'd say that both examples on page 103 of CHRONICLE are fakes, and I would like to know what the basis is of the Scott catalog's showing the marking as a variety of No. 26 and 26a, priced respectively, used, at \$17.50 and \$21.50.

In general I suggest that if a marking does not correspond with an existing rate it should be looked on with suspicion. The one exception is a marking applied in error. It is well known that quite a few FREE's were used in place of obliterations, and the particular FREE on the example corresponds exactly with the same marking used *correctly* on a cover at that town (such as one sent by a person authorized to have his mail sent FREE).

James R. Hopkins sent on a Macedon cover with a 3c 1861 for comparison with cover (i) with stamps of the 1869 issue. The stamp on Jim's cover is cancelled (but not tied) with a small neat PAID, about 16 x 4 mm., quite unlike that on the one illustrated. The postmarks on the two covers appear identical. Apparently Macedon had many cancellers in use during the 1860's, because I noticed several Macedon covers in exhibits or dealers' stocks at Compex, all with different cancels, but with postmarks of the type on cover (i). I feel the evidence with regard to the Macedon cover is as yet inconclusive.

The only cover about which no comments were received is (a) with DUE 1 markings. The consensus seems to be that all are bogus with the exception of



the cover (h) with Burlington postmark and FREE, and perhaps (i), the Macedon registered cover.

Elsewhere in this issue you will find some other opinions about the problems of passing judgment on fake covers. In the Transatlantic Mail section George Hargest disproves the misconception that the inks of the cancel and the postmark must necessarily correspond, and that failure to do so is an indication a cover is bad. You may read for yourself the documentary evidence on which Prof. Hargest bases his conclusions.

A rather similar opinion is advanced in a letter from Peter W. W. Powell, who points out that the town postmark would be used on every cover handled by a particular post office while such specialized markings as "WAY" or "10" would be used only occasionally. The postmark might be the third or fourth impression from one inking, and the "WAY" strike the first after that instrument was inked, thus accounting for the difference in ink shades. He comments further that an instrument in frequent use will give more impressions from a single inking than one used infrequently. Mr. Powell also has some interesting observations on the measurement of postmark instruments. He has been doing some enlightening research in this area, and I hope he will share the results in detail with us later.

There are certainly legitimate reasons for a discrepancy between the inks of the postmark and cancellation on some covers, and it would be irresponsible to stigmatize material frivolously for that reason alone. On the other hand, observation of variations in ink quality (penetration, shade, composition, reaction) may be an important step in detecting fraudulent cancellations or postmarks. In my opinion, the ink characteristics of the markings on a cover are facts to be noted, described, and evaluated—as impartially as possible—in making judgment.

Dick Graham has some words about fakes, too, expressed in terms serious enough for capital offenses. He would like proof to be absolute before branding a cover a fake. It is hard to see how this commendable standard can be achieved without an eyewitness to observe the faker at work. Absolutes are hard to come by in these existentialist seventies, but I hope the illegitimacy of the cover that follows is absolute enough to satisfy even Dick.

### WHICH TWIN IS THE PHONY?

The two covers in Figure 2 look a bit like a "before and after" testimonial for a treatment to overcome baldness. The stampless cover at the top is from my reference collection, the bottom cover was submitted by member George W. Greene, who found it in a collection which came into his possession. Both covers have the Montreal postmark in red, JU 12/1848 and JY 13/1848 respectively, and also a handstruck PAID and manuscript 4½, again in red—this represents the Canadian postage in pence to the border, at the rate for less than 60 miles. On both covers the PAID is crossed out in blue ink and a handwritten "10" marked in the same ink. The letters both originated with La Banque du Peuple and are addressed in the same hand to D. S. Kennedy, the New York City fiscal agent of many Canadian banks and later the representative of the Canadian Post Office in its dealings with the engravers, Rawdon, Wright, Hatch and Edson.

In fact, the only significant difference between the covers is that the second bears a pair of 5c 1847 stamps cancelled and barely tied in black ink. It seems almost superfluous to point out that this difference did not exist in 1848, and that it is of comparatively recent origin. In short, the stamps have been added to create an example of the use of 1847 stamps from Canada—a special use much desired by collectors. Unfortunately the popularity of this sort of material has often tempted the faker.

This particular effort is not very well done or convincing on close inspection since the ink "ties" joining the righthand stamp to the paper are in a black ink while the lines cancelling the stamp are in a brownish-black. On magnification the "ties" on the letter sheet itself clearly appear separate and not continuous with the marks on the stamps. But even without this evidence certain aspects of

the cover betray its illicitness. I will try to point out the tell-tale features, most of which are common to all fakes of this type. In a future issue I hope to show a genuinely used example and explain how I know it is legitimate, too.

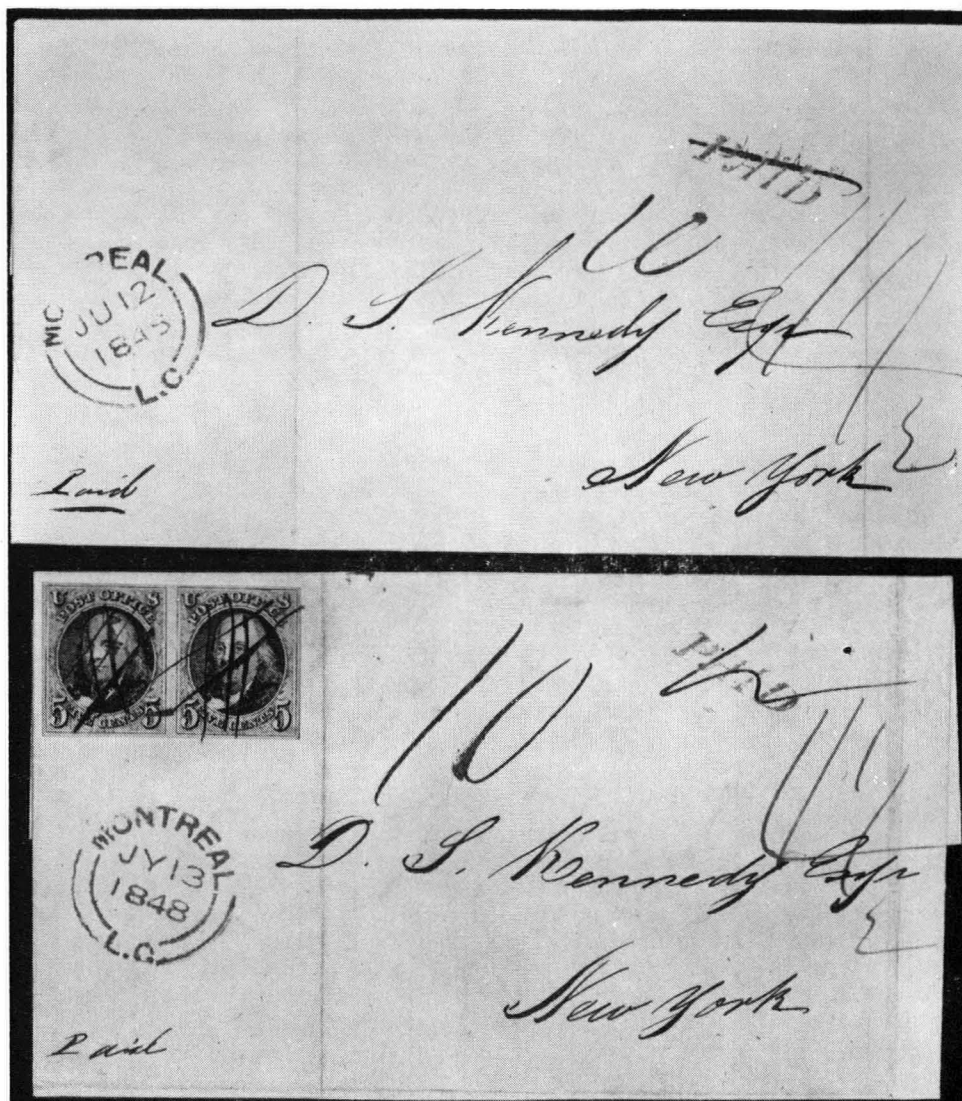


Figure 2

First, to review briefly the background of the use of the 1847 issue from Canada, without overwhelming you with all the intricate details or the past controversies of philatelic writers:—Prior to November 16, 1847, a Canadian correspondent writing to the United States was required to pay Canadian postage to the lines (the border crossing point), in cash, of course, since Canada did not issue stamps until 1851. He also had the option to pay U. S. postage from the border to the U. S. destination, likewise in cash. Such prepayment of U. S. postage (and collection of unpaid U. S. postage on letters addressed to Canada) was possible through an arrangement by which Canadian postmasters were authorized to collect and remit to the U. S. Post Office such postages for a commission of 20%. The names of these Canadian postmasters and the amounts of their compensation are listed in the U. S. *Official Register* in the 1830's and 1840's.

As a direct consequence of the dispute between the United States and Great Britain over the rates charged on transatlantic mail carried by U. S. packets, commencing with the sailing of the *Washington* in June 1847, Canadian postmasters stopped collecting U. S. postage, effective November 16, 1847. This action was in accordance with an order issued by T. A. Stayner, Canadian Deputy Postmaster General, following instructions from the General Post Office in London. From this date until the whole rate agreement between Canada and the United States took effect on April 6, 1851, the only way that a Canadian correspondent could prepay a letter to the United States all the way to its destination was by affixing stamps of the 1847 issue in the amount of the U. S. postage required.

The number of letters paid through to destination in cash before November 16, 1847, was only a small proportion of the total correspondence from Canada to the United States. After that date even that small proportion diminished considerably, because of the difficulty and nuisance involved. Nevertheless, some correspondents, including individuals and a few firms, made the extra effort to obtain and use U. S. stamps to pay the U. S. postage. Such covers are scarce, though not truly rare, and can be difficult to expertize when considered singly. Only by studying and analyzing the features of the relatively common *stampless* covers before and after November 16, 1847, is it possible to establish with certainty the characteristics that distinguish a cover with U. S. postage unpaid from one on which the U. S. rate was prepaid in Canada, whether by cash or stamps.

For the present I'll limit the detailed summary to the stampless covers reaching the New York City Post Office with Canadian postage only paid—from and after November 16, 1847. On a future occasion I'll consider and compare the characteristics of a "paid to the lines" stampless and a "paid through" stampless before November 16, 1847.

Mail from Canada was exchanged at various border points depending on the Canadian city at which it was mailed, and the place in the United States to which it was addressed. Each U. S. exchange office had a typical method of treating mail and rating U. S. postage due, and the handstamps used were usually distinctive. During the decade of the 1840's some fifteen or more U. S. exchange offices were in operation. Those designated in 1847—which continued to function in that capacity for the remainder of the 1847 issue period—were listed in Chapter 65 of the 1847 edition of *Laws and Regulations for the Government of the Post Office Department* as follows:

Houlton and Robbinstown, Maine; Derby Line, Highgate, and Burlington, Vermont; White Hall, Plattsburgh, Rouse's Point, Fort Covington, Ogdensburg, Morristown, Cape Vincent, Oswego, Rochester, and Lewistown, New York; Detroit, Michigan; also, New York City and Albany, by special arrangement, with Toronto, Kingston, and Montreal.

Chapter 66 outlined procedures for handling mails to and from the British North American provinces, regulation #477 being specifically directed to incoming letters:

Letters received from the British Provinces for offices in the United States, are to be rated at the first post office in the United States at which they are received, with the proper postage from the United States line to the office addressed, except where the letters are prepaid for the whole distance at the offices mailing them in the Provinces.

The most important exchange system was the Montreal-New York through mail, and, since the covers illustrated were both thus handled, only the operation of this system will be described in detail in these notes. The importance of the Montreal-New York through mail is emphasized by the fact that, of some fifty plus covers recorded with 1847 stamps used from Canada, over one half were exchanged by this route.

Montreal was the principal collection and distribution center for most cities in or adjacent to Lower Canada, including such important places as By-town (Ottawa), Three Rivers, and Quebec. A large amount of business and financial mail from these areas, especially from Montreal itself, was addressed

to New York City. The volume was sufficient to justify special handling. By 1840 (or earlier) the practice was to make up bags of mail for New York City at the Montreal Post Office for letters from Montreal and from the other cities for which Montreal was the collection office. These bags were closed at Montreal and transported without opening or handling at the border. They were not opened until they reached the New York City Post Office and handed over to the clerks assigned to rate and sort the Canadian mail.

As mentioned before, the Canadian postage had to be prepaid in cash on letters addressed to the United States. Therefore such covers were normally struck PAID at the Canadian office of mailing, with the amount noted in manuscript. Sometimes the word PAID was incorporated in the postmark, and the notation "paid to the lines" often appeared, sometimes in conjunction with the box number of the sender. These expressions of payment referred, of course, to Canadian postage, as U. S. postage could no longer be collected in Canada after November 15, 1847.

When these letters arrived by through bag at the New York City Post Office, the ordinary procedure for the clerks there was to cross out the PAID and rate the U. S. postage due: 10c for a single letter from July 1, 1845. It is evident that crossing out the PAID would save argument and confusion when the U. S. postage was still to be collected. At first (through most of 1848 and occasionally thereafter) these actions were performed by hand in blue ink. The two covers in the photograph are typical examples. Black ink was used very, very occasionally although it had been in fairly common use before 1846. (I do not know of any covers from Canada by the Montreal-New York mail with 1847 stamps genuinely used and with black ink markings applied at New York.) Beginning late 1848 and early 1849 a rating handstamp consisting of the numeral 10 in a circle (about 20 mm.) was used with increasing frequency, although ink was still used for double (or larger) letters. The encircled 10 was usually struck over the Canadian PAID (whether separate or within the postmark), so that the New York clerk obliterated the PAID and rated the U. S. postage due in one operation. This handstamp was usually struck in red (black does not appear until the whole rate agreement, April 6, 1851), but the color did not have any significance at this period.

The volume of mail into the New York City Post Office by through bag from Montreal was very great and nearly all stampless. The clerk or clerks rating this mail were prepared to handle stampless letters but not those with stamps, which formed an extremely small percentage of the total. So, when letters with 1847 stamps attached arrived in the Montreal bag, the clerks used the means and instruments at hand to cancel the stamps. That is why the majority of genuine covers with 1847 stamps by Montreal through bag have the stamps cancelled in blue ink or with the 10 in circle handstamp. The clerks handling the incoming Canadian mail were not furnished with the obliterations used by the New York Post Office on letters mailed there with stamps (the square grid and the enclosed 7-bar circular grid), because they were not expected to need them.

Broadly speaking, the clerks adapted the routine used for handling stampless mail to letters with stamps in so far as it was applicable. The instructions given in regulation #477 quoted above should be recalled; it should also be remembered that another regulation (#501) admonished postmasters to cancel stamps with a pen if no instrument was provided, and furthermore to obliterate any uncanceled stamps on mail reaching them from elsewhere.

With these regulations and the usual routine for stampless covers in mind, the application of these instructions and procedures to covers with stamps becomes clear. Since letters with U. S. stamps affixed were obviously "prepaid for the whole distance at the offices mailing them in the Provinces," it was not necessary to rate them with U. S. postage. However, it was necessary to cancel the stamps as expeditiously and conveniently as possible—with pen and ink or with the handstamps normally associated with incoming Canadian mails.

The question of how to treat the Canadian PAID must have vexed many of

the clerks. They apparently had explicit instructions to cross out all PAID's on covers with U. S. postage to be collected. Perhaps, when confronted by covers with stamps, the clerks decided to play it safe by striking out the Canadian PAID, since doing so caused no harm and might save argument and explanation. At any rate, on many of the early genuine covers (1848-1849), the Canadian PAID was crossed out, presumably to conform with regulations. This was always done in ink, except for one or two instances (on covers that may be questionable). As time went on, the clerks omitted crossing out the PAID with increasing frequency, probably feeling that this action was a needless waste of time.

Some other facts about the mails from Canada are also brought out by the comparative study of many stampless covers, and may provide contributory evidence. Some firms or individuals had established the practice of paying postage through in cash prior to November 16, 1847. Some of these—but by no means all—continued to pay through by obtaining 1847 stamps and affixing them to letters. Many correspondents had never paid through even when it was possible to do so in cash; they were hardly likely to change their custom when cash payment of the U. S. rate became impossible. One firm recorded as always sending mail with the U. S. postage collect was La Banque du Peuple.

Certain correspondences are especially well suited for the faker's purposes. Folded letters with the name and address written in a small, neat handwriting and confined to the lower righthand portion of the cover front, and with any notations conveniently limited to the upper or lower left corner offer plenty of blank space in which to place the stamp or stamps well clear of the postmark and rate marks to create a pleasing effect, as on the cover shown. Letters addressed in a large, sprawling hand, and with notations written all the way across the top force the faker to put stamps in awkward positions in order to keep them from covering the postmark and do not provide the raw material for plausible and aesthetic fakes.

When the information outlined above is analyzed and summarized, several definite conclusions may be reached regarding the genuineness of covers from Canada with 1847 stamps:

1. The U. S. exchange office did not need to rate U. S. postage on letters received from Canada with 1847 stamps affixed; therefore, *any cover with the amount of U. S. postage expressed—whether in manuscript or by handstamp—is suspect*. This is the single most important piece of evidence and is almost always decisive.

2. The methods used to cancel the stamp and cross out the Canadian PAID should correspond. A cover with the PAID crossed out in one manner and the stamp cancelled in a different manner should be considered suspect.

These first two conclusions are valid for mail through all exchange offices; those that follow apply just to the Montreal-New York through mail.

3. All covers with the Canadian PAID *not* crossed out are almost certainly good.

4. Special scrutiny should be devoted to all covers with the 10 in circle handstamp struck over the Canadian PAID (no matter who guarantees them), since this appearance is typical of stampless covers.

5. Special attention should be given covers from firms known to have sent their mail collect.

6. Covers with stamps cancelled by the common enclosed circular 7-bar grid, or the New York square grid should be closely examined, although the presence of one of these cancels should not in itself condemn a cover, provided it does not exhibit any other doubtful characteristics.

These latter two conclusions may be modified to apply to covers exchanged through other offices.

When the bottom cover in Figure 2 is now reconsidered, the additional features which indicate that the stamps have been fraudulently added are readily evident; it originated with a firm known to send its correspondence collect; the PAID is crossed out in *blue* ink, the stamps are cancelled in *black* ink; the amount of U. S. postage due is irrevocably expressed by the manuscript 10.

### PROBLEM COVERS FOR THIS ISSUE

The two covers in Figures 3 and 4 make a problem pair. Figure 3 is a buff envelope with a 3c 1857 tied by a circular grid in black. The large "1" is also in black. The cover is addressed to Milton, C. W. and is backstamped in red MILTON U. C./NO 16/1860. There are no contents and no evidence of where the cover was mailed.



Figure 3

The second cover (Figure 4) is a printed price current and business announcement datelined "New York, September 1st, 1866." The Blackjack is tied by a black segmented circle; the large "1" is in black. The cover is backstamped ST. STEPHEN N. B./SE 13/1866 and ST. ANDREWS N. B./SE 14/1866.

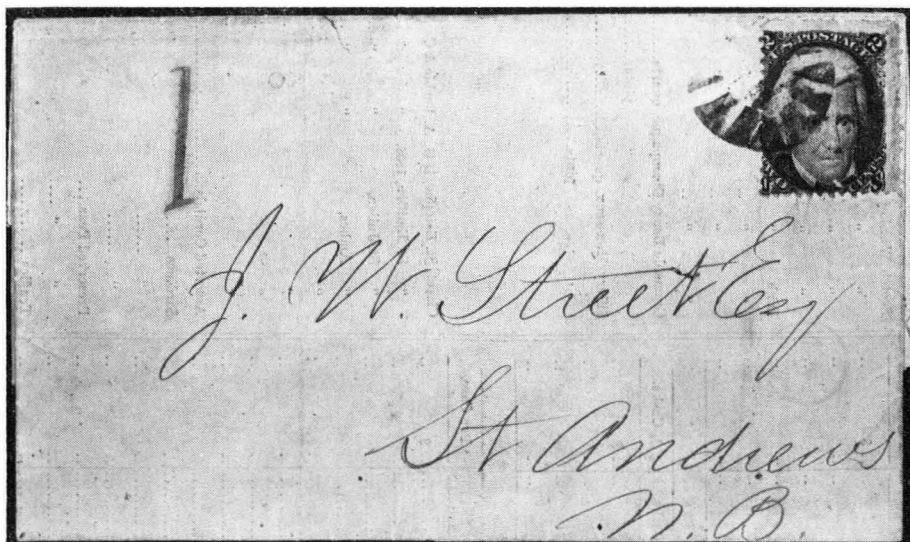


Figure 4

What rate do the stamps pay? What is the meaning of the "1"? Where was it applied in each case?



## SELLING PRIVATELY?

For 2½% wouldn't you like to be sure you're right?

Get three private offers, take the best and you're ahead; or are you? Are the private offers the best? Will a top dealer give a free offer? Will you do better at auction? Can you rely on the auctioneer's estimate?

Try the H. R. Harmer, Inc. services and be sure

1. We will supply you with an honest appraisal and recommend the best method of sale. This appraisal is free if you instruct us to sell within one year.
2. We will, if you doubt our estimating ability, offer a guaranteed minimum gross return for an "insurance charge" of 2½% of the guarantee.

(We exclude a few "insecure" countries or groups!)

**An example: You are offered \$10,000 cash for your collection**

**WE APPRAISE AT \$11,500 GROSS.**

We recommend you accept the \$10,000 offer. You pay us our appraisal fee of \$287.50 and you finish up with \$9,712.50 by not selling through us.

**WE APPRAISE AT \$13,750 GROSS.**

You decide to offer through either our auction or private department (as recommended) and you should realize \$14,000 upwards, netting you—depending on method of sale—\$11,000 to \$12,250.

\*and if you want to be sure of the \$13,750 minimum gross (at which we have appraised it) you can do so for \$343.75 ensuring a

**GUARANTEED MINIMUM OF \$10,560**

**IMMEDIATE CASH ADVANCES AVAILABLE UP TO 60% OF APPRAISAL**

**THE PRIVATE TREATY DEPARTMENT**

How successful is private treaty selling at Harmers? In their recently issued Private Treaty Brochure, of the 14 collections offered, 50% were sold within three weeks of its distribution to Harmer's International clientele.

Write for our informative booklet "Modern Methods of Philatelic Selling", which fully details the many advantages of Harmer's facilities and their unique Guarantee Plan.

## H. R. HARMER INC.

*The International Auctioneers*

**6 West 48th Street, New York, N.Y. 10036**

**Telephone (212) 757-4460 Cables: HARMERSALE, NEW YORK**



RECOGNIZED

Roger G. Weill

407

ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS