

The
Chronicle
of the U.S. Classic Postal Issues

November 1972

Volume 24, No. 4

Whole No. 76

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of the U. S. Classic Postal Issues

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ELLIOTT PERRY

December 30, 1884—September 27, 1972

Elliott Perry has passed away. Our most distinguished member succumbed to a series of medical complications after successfully overcoming them for several years. Born in Massachusetts, he was a resident of New Jersey most of his long and fruitful life. Surviving him are his widow, Christiana W. Perry, two sons—Robert and Sherman, and five grandchildren.

A veteran member of our Society, he also held memberships in other leading philatelic groups. To begin to list his contributions to philately is beyond this writer's capability. As a researcher, collector, dealer, scholar, and writer pertaining to 19th century United States stamps and postal history he stands pre-eminent. For over 50 years he engaged in these activities and freely shared his knowledge with specialists and beginners alike! Many others participated in some of these endeavors and are due worthy recognition, but he was the most outstanding contributor.

In 1923, it was he who accomplished one of the great feats of philately, the plating of all 200 positions of the 10 cent stamp of 1847! In later years his major studies concerned the official and semi-official carrier stamps and the tremendous area of local stamps issued by many private posts. In the field of philatelic literature, his issuance of *Pat Paragraphs* over a long period of years provided invaluable reference material. Information contained in these publications has influenced all other authors, collectors, and interested parties. While the above were major accomplishments, the scope of his other writings was such that only a few subjects can be mentioned: colors and color names, foreign postage rates, the vitally important recognition of the guide-relief method and use of multiple relief transfer rolls in the manufacture of the plates for the 1851-60 issue of postage stamps, insistence that the 10c 1847 stamps were printed from steel plates which theory was proved by facts years later, demonetization of the 1857-60 issues, the 5c Jefferson of 1856, the 10c Jefferson of 1870-89, all "Banknote" issues. In addition considerable plating work was done on the 1 cent, 10 cent, and 12 cent imperforate stamps of 1851-55, and the 2c "Blackjack" was extensively studied.

The *Chronicle* for June 1965 was dedicated to him. Far more than can be said here was written in his honor at that time; members having this issue should reverently re-read it.

His slogan, "Facts are Stubborn," emphasized the care that was taken in his writings to make them authentic, regardless of the opinions, or erroneous or unreliable statements made by uninformed contemporaries or other writers. The willingness to share his knowledge, love of nature, love of philatelic research, and love of family are his eternal traits. He will be greatly missed, but his name will never be forgotten. His writings are a permanent memorial to his memory.

P.E.B.

* * *

Chrissie Perry wrote me the day following Elliott's death that he had died peacefully the evening before. She said she knew Elliott would want her to tell me personally. He and I had been good friends for many years.

Elliott knew that he had a secure place in philately because he had successfully plated the 10c 1847 stamp. For me I will remember the too few visits I've had in the "peach orchard," as he called his comfortable home. It was not business as usual between us and the few stamps and covers I bought were sold to me as a friend. I now have Elliott's 1847 reference collection and among the cherished possessions in my library are the Senator Ackerman album pages which contain a wealth of information about the 1847 issue. Because of his contributions to the study of our first issue, Elliott Perry will always be held in special regard by 1847 collectors.

C.C.H.



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THE EDITOR'S PAGE

These comments open with a sad note, as the Society mourns the loss in September of Elliott Perry, one of its most distinguished members and a giant of U.S. philately. Two of his friends, Philip E. Baker and Creighton C. Hart, have paid tribute to his character and achievements; their remarks appear on a separate page.

September also saw the death of another eminent philatelist—Edith M. Faulstich. Mrs. Faulstich was instrumental in the founding of the Postal History Society and helped to promote the increased popularity and prestige of postal history. She served philately as an exhibitor, writer, scholar, and judge of international reputation and accomplishment. Her energy, enthusiasm, knowledge, and good humor earned friends for her and for postal history everywhere.

Mrs. Faulstich joined U. S. P. C. S. in 1966, but did not continue her membership after one year. All who are familiar with Edith Faulstich's activities recognize and appreciate her many contributions to the hobby. Those of us who knew Dee personally will also remember her with admiration and affection.

In a more cheerful vein—although U. S. P. C. S. had no official program at the APS-SONEX convention in New Haven, many members and officers were present. It was a fine opportunity to renew old friendships or initiate new ones, and several informal discussions of the Society's affairs were held.

The dedication of the American Philatelic Research Library at State College, Pa. (which preceded the New Haven meeting) was an occasion for celebration and pride, as it offered a rousing affirmation of philately's maturity and commitment to the future.

Mortimer L. Neinken's book on the 1851-61 1c stamp is reviewed in this issue by Tracy W. Simpson. The book is already a smashing financial and literary success. The publication accounts are in the black and the book has been awarded first place in the handbook division of the literature competition at SONEX over nine other entries. We all congratulate Mort on this well-deserved recognition, and enjoy a vicarious satisfaction, because the Society sponsored and published this volume. Two members are especially entitled to appreciation for their parts in bringing the book to fruition: Dick Graham, who coped with all the problems of editing, revision, layout, and printing with inexhaustible devotion and meticulous care, and Neil Caplain, who handled all the pledges, funds, orders, and distribution with great efficiency and imperturbable courtesy. We owe them both thanks and praise for a job well done.

At SONEX *The Chronicle* was entered in the class for journals and newspapers of specialty groups and placed third in a field of nineteen. Since we're not even number two, we'll certainly have to try harder.

If variety is a means of trying harder, this issue makes a good start. In addition to the usual valuable material in the regular sections, the occasional "Guest Privilege" section offers two fine articles: an absorbing postal history account by Dave Jarrett and a charming exercise in nostalgia by Mort Neinken. You will also enjoy the feature articles in the 1851 and 1861 sections: Delf Norona's study of Kelley's Island postmarks and the firsthand story of an exciting find by Josie Stultz. I guess this could be called an unofficial West Virginia issue. I hope everyone will find something in it to entertain and instruct.

BOOK REVIEW: THE NEINKEN BOOK

TRACY W. SIMPSON

The United States One Cent Stamp of 1851 to 1861 by Mortimer L. Neinken is published and copyrighted by the U. S. Philatelic Classics Society, Inc. This book is further designated by the author as a *Revision of Volume I of Stanley B. Ashbrook's book of the same title, with comments on the 1875 Reprint Plate and on Demonetization*. The section on demonetization was written at the author's* request by Richard B. Graham who also served as editor and publishing coordinator of the book, as well as contributor of the section relating to methods of alteration of design by modifications of transfer rolls and laydowns, and also as to methods of plate hardening and burnishing.

Mr. Graham states in his editorial preface, "Although based on Volume I of the Ashbrook book, this book is in no way a warmed-over version . . . it takes up where the Ashbrook left off; it corrects where needed; it incorporates data developed since the Ashbrook books were published in 1938; and it identifies with line drawings all identifiable positions of all of the plates." Thus collectors who have been saving clippings of later published data by Morris Fortgang, Elliott Perry, Harry Jefferys, Jerome Wagshal, Dr. Clarence Taft and others having to do with plate identification will find it all included, as approved by the author. Also included is an up-dating of the author's articles on Type V plating from the Society's *Chronicle*, issues 49 through 52.

Although the book has 73 percent more pages than the Ashbrook Vol. I, the author advises that the latter should not be discarded or set aside, but that both texts should be utilized in any complete study of the stamps. Aside from needed text revision, the new book includes line drawings of all known identifiable positions (about 2000) whereas the earlier book included such drawings mostly to show significant types. A major alteration is that the new book contains no chapter for plate 6. Though stating that such a plate probably exists from evidence at hand not a single stamp has been discovered that definitely can be assigned to plate 6.

Need of reference to the Ashbrook Vol. I will mostly be for historical data relating to contracts, siderographic processes, and early postal laws and regulations, all of which are covered in condensed form in the new book.

The author states that portions of the original book that need little revision are reprinted essentially as written by Ashbrook because no purpose would be served by attempting to rewrite presentations so excellently done. However, the author's revisions and new data appear in slightly narrower line width, or in full width only if the section heading states it has been rewritten. Noteworthy is the text arrangement of the new book; it is far more easily read than the early volume. This is achieved by providing more space between lines, and even though smaller type sometimes is used, as in footnotes, the generous space between lines provides clear readability. Bennett Robinson is responsible for this, we are told.

Although much of the material in the book is of assistance to those who "plate" the stamp (identifying plate and position on the plate), many parts are of general interest. The sections of early postal history, first-day covers, methods of stamp production, color, paper, etc., will appeal to any general collector.

The book easily ranks as the top U. S. philatelic specialty handbook of stamps of the 1851-61 issue. Our Society is to be congratulated by the author's willingness to have the book published under its auspices. Along with the Neinken handbooks on the 10ct stamp (1960) and on the 12ct stamp (1964) this new book on the 1ct stamp is the apex of a trilogy of absorbing interest to any collector of the 1851-61 issue.

*Wherever the word "author" appears the reference is to Mr. Neinken.

This newly issued book on the 1c stamp may be obtained from Neilson Caplain, 387 Albany St., Fall River, Mass. 02720. The price is \$20 postpaid. Only a few dozen copies remain on hand; an immediate order is advisable to be sure of delivery.

GUEST PRIVILEGE

THE 1843 EVANS, NEW YORK MAIL ROBBERY

DAVID L. JARRETT

On May 21, 1843 the northbound stage from Erie, Pennsylvania, heading toward Buffalo, New York, was robbed. Of the approximate 400 folded lettersheets that were in the mail pouch that had been rifled, the author knows of three surviving covers, two of which are illustrated. One of these (ex Howard Lehman), belongs to the author, another to a Los Angeles collector and the non-illustrated one to William G. Bogg of Boston.

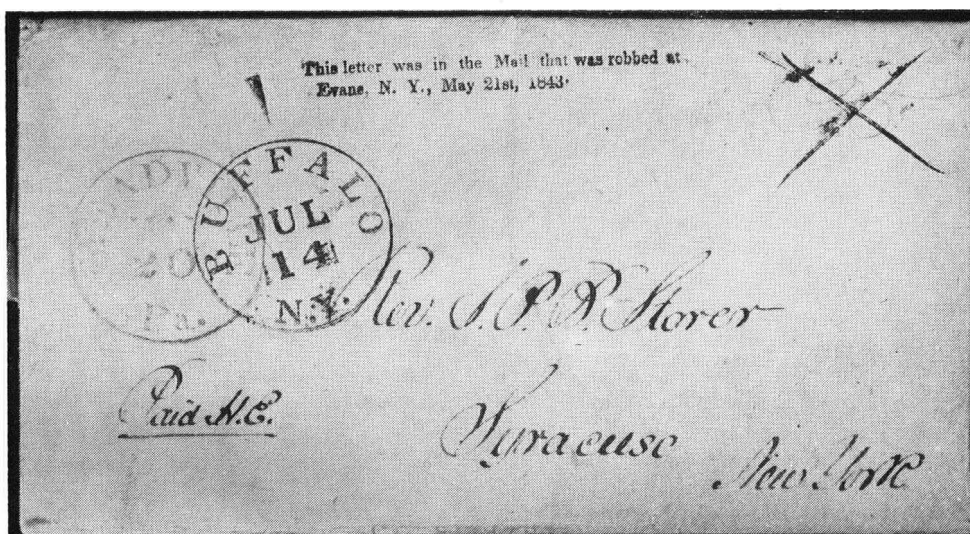


Figure 1. Folded lettersheet posted Meadville, Pennsylvania May 20, 1843 (David L. Jarrett Collection).

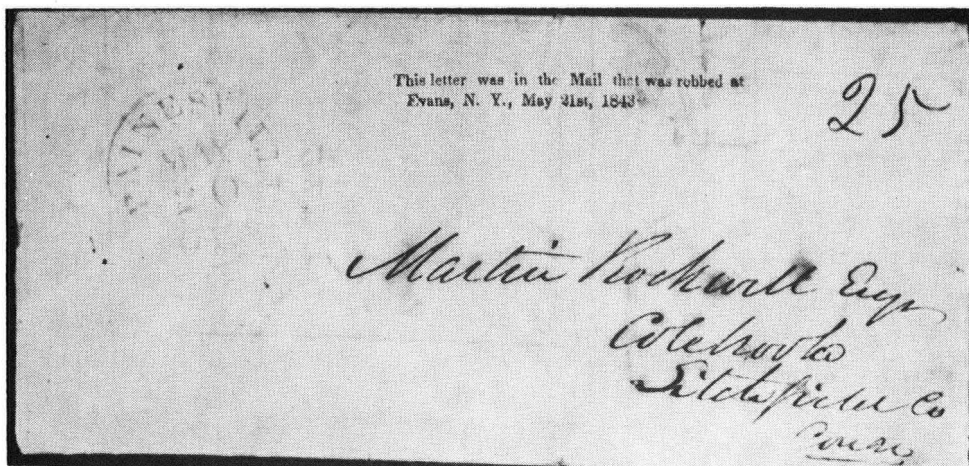


Figure 2. Folded lettersheet mailed from Painesville, Ohio May 20, 1843.



Figure 3. Map (1842) showing approximate location of mail theft. (From the Collections of the Buffalo and Erie County Historical Society).

The mail robbery involving these covers was documented in two Buffalo newspapers of that period. The basic research work was done by the late Adolph Steeg and his son in law.¹ The first public announcement of the mail robbery did not appear until six weeks after the actual theft, on July 15, 1843 in the *Buffalo Commercial Advertiser*.

The Postmaster, accompanied by the mail contractor, left town westward this morning, in consequence of a report, that one of the small way mail bags between this City and Erie, had been found in the woods rifled of its contents. Whether it had been lost from the stage or stolen and stripped, is as yet unknown.

The following day the *Commercial Advertiser* published a more complete presentation of the theft.

Postmaster Haddock returned to town last evening with the stolen mail bag and fragments of letters and packages found at East Evans on Monday. It seems that the eastern mail from Erie, Pa. of the 21st of May is the one which was stolen, and rifled, except one certificate of deposit from the Middlesex Bank of \$68.00, a draft on H. B. Seymour & Co. of \$15.00 and a Deed. Some 400 letters were found, most of which were marked with single postage, in a very wet, mouldy condition, which will be forwarded to their points of destination as soon as possible. The bag was never missed and of course no blame can attach to the P.O. Department.

Further elaboration appeared in the weekly German language Buffalo newspaper *Der Weltbürger* on July 15.

At Evans in this County was found on the 10th instant a mail pouch which had been cut open, all letters from which having been opened. As soon as the Postmaster of this city, Mr. Haddock, received news of this, he went with the contractor, Mr. Hemmingway, to Evans. It developed that it was the east bound mail of the 21st of May from Erie. All letters were broken open and with the exception of a deposit check of \$68.00 and a bill of exchange for \$15.00, everything valuable which they may have contained was removed. At the time that this theft occurred the mail was irregular since it came sometimes by steamboat and sometimes by land. This explains why the stolen pouch was not missed. (translation)

The recovered mail was carried to the Buffalo post office, where it entered the U.S. mails on July 14. Each letter was apparently handstamped in two blue straightlines "This letter was in the Mail that was robbed at Evans, N.Y., May 21st, 1843." In addition, at least one of these letters had the Buffalo forwarding townmark applied to it. This robbery notification marking was probably the creation of Charles C. Haddock, the Buffalo postmaster who received his official appointment on October 12, 1841 and who was officially replaced by Philip Dorsheimer on April 1, 1845.² The marking was undoubtedly applied in the relatively new Buffalo post office building located at the corner of Seneca and Washington streets, where the ground floor served as the post



Figure 4. Building that had housed Buffalo post office during the time the mail robbery notification handstamp was applied. (From the Collections of the Buffalo and Erie County Historical Society, Buffalo, New York.)

office. It was first occupied on October 12, 1841 and vacated as a post office in 1858.³ The building was finally razed in 1912.⁴ The accompanying illustration shows the old post office building after it had been converted to a commercial establishment and photographed perhaps around the turn of the century.

The location of the mail robbery, the township of Evans, New York, had a population of 1,807 in 1840.⁵ The post office for the township was located at East Evans (village), which point is about 20 miles from the center of Buffalo (where the rifled letters were remailed), approximately 115 miles from Meadville, Pennsylvania (where one of the covers originated), 140 miles from Painesville, Ohio (where another cover was mailed), and 70 miles from Erie, Pennsylvania (the dispatching post office).⁶

While the author knows of only three surviving covers, perhaps more will be uncovered. It is believed that the first philatelic mention of one of these covers appeared in the February 9, 1939 issue of *Stamps* magazine, wherein Harry M. Konwiser reported in his "Postal Markings" column on the existence of the Painesville, Ohio cover, which at the time belonged to the late Harold Brooks.⁷ While some covers exist with manuscript notations regarding mail robberies, this particular Buffalo mail robbery marking is believed to be the only *handstamp* type known used during the classic and pre-classic period of U.S. postal history and hence can be regarded as an important supplementary marking.

Footnotes

¹ Letter dated March 21, 1951 from Adolph Steeg to Harry A. Dunsmoor, an owner of one of these covers, which quoted the newspaper articles regarding the robbery. (author's file).

² National Archives, General Services Administration.

³ Flower, Rollin E., "Some Early Buffalo History," *Stamps* magazine, July 29, 1940, p. 449.

⁴ Buffalo and Erie County Historical Society photograph caption.

⁵ Daniel Haskel & J. Calvin Smith, *A Complete Descriptive & Statistical Gazetteer of the United States of America*, New York: Sherman & Smith, 1844, p. 202.

⁶ Letter from Adolph Steeg to Dunsmoor.

⁷ Cover now owned by a Los Angeles collector.

THE U. S. PERFORATION CENTENNIAL—1957

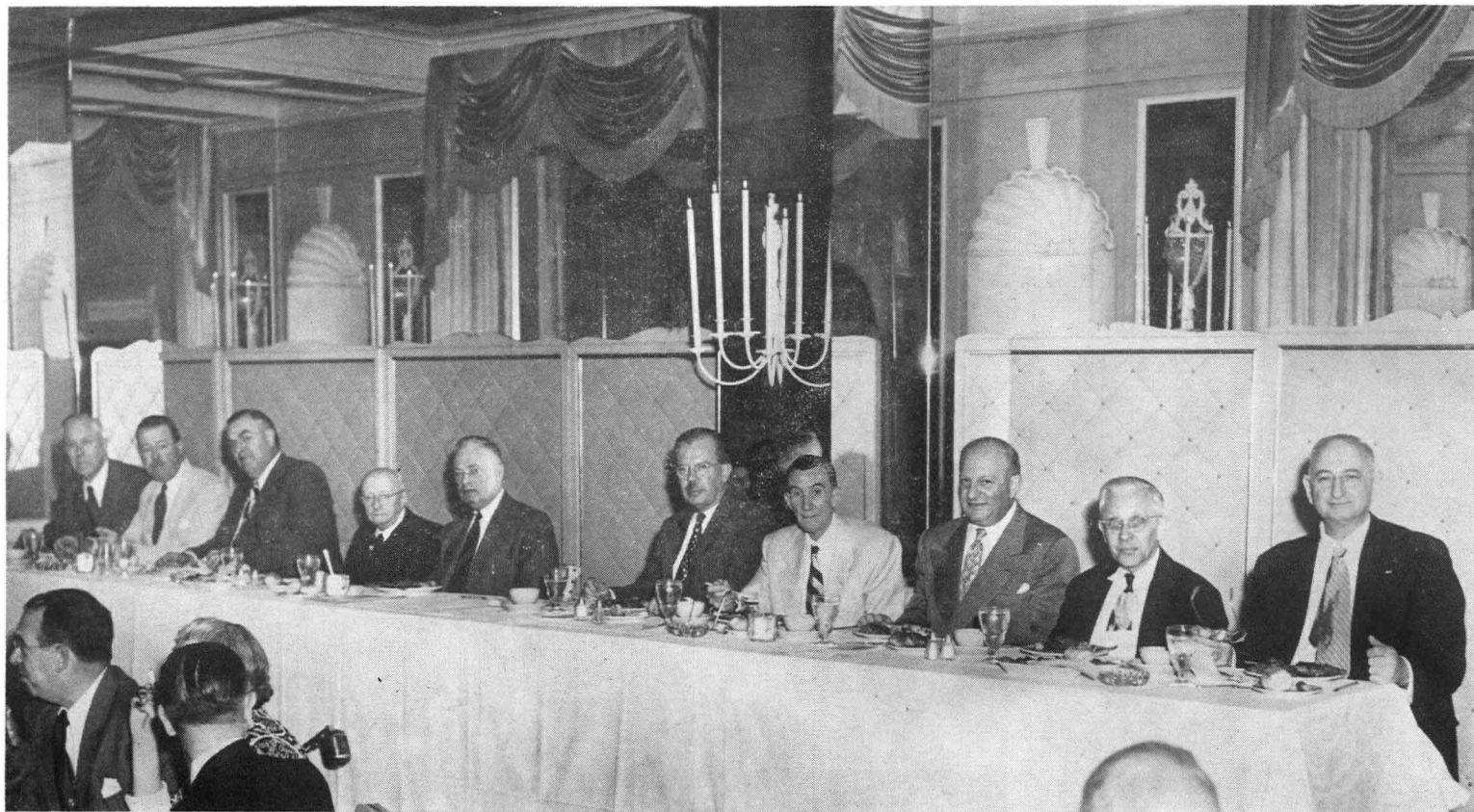
MORTIMER L. NEINKEN

In recent months I had an opportunity to go through correspondence and letters from many of my philatelic friends. In doing so, I came across the photograph of the dais of the dinner which took place in 1957 in connection with the Centennial celebration of the adoption of perforations for United States stamps in 1857. Thereupon I decided that it might be of interest to tell the story of the Centennial which was sponsored by our society and held at the National Philatelic Museum in Philadelphia on July 4th to 6th, 1957.

The Three Cent 1851-1857 Unit No. 11 of the American Philatelic Society (now the U. S. Philatelic Classics Society) was formed in July 1947 with 52 charter members enrolled. In July 1951, with the very able and industrious William W. Hicks as Chairman, the unit held its first convention and exhibition, known as Cenex, at the National Philatelic Museum in Philadelphia. The event celebrated the Centennial of the 1851 issue.

Some years before, Bernard W. Davis, a dedicated philanthropist, had conceived the idea of a National Museum for Philately. He purchased a building at Diamond and Broad Streets in Philadelphia and converted it into a philatelic museum and exhibition hall. Through the late 1940's, 1950's, and the early 60's, many exhibitions and conventions took place at the invitation of Mr. Davis in this building, and usually a book was published in connection with each convention detailing the stories of the events which were to take place, and containing numerous articles on the philately involved.

In 1951, the unit had grown to 163 members, and more than half of the membership exhibited in the non-competitive 300 frame exhibit and attended the convention. It was an outstanding specialty stamp show. The Cenex Book, printed in connection with the celebration, with its cost generously contributed by Bernard Davis, is now a collector's item. It belongs in every philatelist's library. All of the members of the unit were so gratified and elated with the



THE DAIS AT THE PERF CENTENNIAL DINNER—JULY 1957

Left to right: Lester L. Downing, Donald M. Steele, Dr. Gerald B. Smith, Dr. Carroll Chase, Tracy W. Simpson, William W. Hicks, Stanley B. Ashbrook, Mortimer L. Neinken, Henry A. Meyer, Bernard W. Davis.

success of Cenex, and as it closed, Dr. Gerald Smith suggested that the unit begin to think seriously of a centennial celebration of the perforation of stamps in 1857. Discussions took place off and on through the years and early in 1957 Towner K. Webster, who was then Chairman of the Unit, appointed this writer as General Chairman of the U. S. Perforation Centennial 1857-1957. No time was lost in appointing Morris Fortgang and Bill Hicks as Associate Chairmen, and Howard H. Lehman as "Man Friday." Bernard Davis again graciously offered the National Philatelic Museum for the convention from July 4th to 6th. A Philadelphia Committee of Arrangement was formed with Donald Steele as Chairman and Earl P. L. Apfelbaum as Associate Chairman. Milton Edelman was appointed as Exhibition Committee Chairman and the Philadelphia Committee was instructed to request the cooperation and co-sponsorship from the A. P. S. Philadelphia Unit #18. The Philadelphia Unit gave its whole-hearted and unstinting support.

In the meantime our Chairman, Towner Webster, had appointed our honorary members, Dr. Carroll Chase and Stanley B. Ashbrook, as Honorary Chairmen, and Richard M. Cabeen, Bernard Davis, Ernest R. Jacobs, Harry L. Lindquist, and Tracy Simpson as Honorary Co-Chairmen. He also appointed Henry A. Meyer as Program Chairman. This was an excellent choice. Henry arranged an outstanding program of seminars and discussions. Publicity was handled by our philatelic journalists and many of our dealer members publicized the event on the back covers of their auction catalogues.

Publicity and information to our members was handled by Lester L. Downing, the editor of the Chatter, and a special series of "Perf Flash" releases were prepared by Bill Hicks and forwarded to our Route Agents as plans developed. It was decided that, similarly to Cenex, the exhibition be opened on a non-competitive basis to all members of the Unit who wished to participate and that it be confined to the perforated stamps and postal history of the 1857 to 1861 period.

Early in May 1957 a meeting was held in Philadelphia which was attended by nearly all of the Committee Chairmen to finalize plans. Discussions and decisions moved along swiftly. One of the important decisions was to invite our Honorary Chairmen, the deans of U. S. philately, Dr. Carroll Chase and Mr. Stanley B. Ashbrook, to be our guests at the convention. Both gentlemen later graciously accepted the invitations. Then, Bernard Davis, unexpectedly, threw one at us out of left field. Mr. Davis insisted that a book had to be published containing not only the program and the description of the exhibits, but also a series of articles on the various denominations of the issue and the postal history of the period, that 2000 copies were needed, and that the unit bear half the cost of this book.

This threw the meeting into a furor. All of us tried to explain to Bernard that this was a physical impossibility. Actually we had only six weeks to get this publication out. The articles had to be written from scratch. All of the illustrations had to be gathered, the advertising to defray part of the costs had to be obtained, the photo engravings had to be produced, and the book printed and bound. Bernard insisted that this could be done and stated that if we would give him the material in four weeks, he would guarantee that the book would be out in time for the convention. After protracted debate, we grudgingly accepted the challenge.

First it was necessary to raise a fund to pay for this unexpected expense. Morris Fortgang and the writer, with the assistance of Les Downing, immediately circularized our membership which now numbered 220. Over \$4500 was raised within a few weeks, and after all expenses were paid, \$2,500 was left. This resulted in the establishment of a base for the firm financial position which our society now enjoys.

Next, an editor for the book had to be found. It had to be someone who could do a virtually impossible task. If the wrong person were chosen, the book would be months late. We finally decided to present this problem to the one man who might possibly accomplish this, and we presented the problem to David

Lidman, editor of the stamp page of the *New York Times*, and editor of many philatelic publications. Dave, most graciously, accepted this challenge, with the proviso that we had to gather all of the material and illustrations within three weeks, which would give him one week to prepare the book for publication.

The next move was to make the assignments for the articles and to select authors who had to be outstanding authorities. Howard Lehman and this writer sat at the telephone making local and long distance calls for an entire day. We told each prospective author what the problem was and that we had to have his or her article, with illustrations, in New York within fourteen days. Not a single selectee declined the challenge. Everyone accepted, and all articles and material were in Dave Lidman's hands within three weeks. Dave Lidman edited, assembled, and arranged the material within a week and Bernard Davis had the printed copies of this 234 page book at the convention. The material contributed is outstanding. This "U.S. Perforation Centennial" book deserves a place in every philatelic library, along side of the Cenex book.

The convention was an outstanding success, with numerous excellent seminars, an outstanding auction sale conducted by Gregory Mozian, and with an exhibition of 192 sixteen-page frames by 53 Route Agents. Nearly every exhibit represented extensive study and research. The quality of the material presented was superb. More than half of the membership of the unit and many visitors viewed the exhibits and attended the seminars.

The dinner in connection with the convention, which to my recollection, was held at the Benjamin Franklin Hotel, was attended by over 200. It included not only the Route Agents and their husbands and wives, but also the members and friends of the A. P. S. Philadelphia Unit #18. The program included remarks by our Honorary Chairmen, Dr. Chase and Stan Ashbrook, and by Bill Hicks, Doc Smith, Tracy Simpson, Don Steele, Lester Downing, Henry Meyer, Bernard Davis and myself. All of us were elated and happy as the convention ended. Many lasting friendships were made, and many fond memories still linger. It was indeed a memorable event.

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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

172 1847 COVERS TO EUROPE

CREIGHTON C. HART

At an important auction early in 1972, a 5c 1847 cover from Philadelphia to Holland was sold for \$1,150. This desirable cover was described as, "Extremely fine, very rare usage with only three covers to Amsterdam believed known with the 5c 1847. Ex-Armitage, Ackerman". Elliott Perry has given me the old Senator Ackerman album leaves which were prepared by his office with considerable detail about each cover. In the Ackerman collection were four covers from Philadelphia to Holland, three of them being to Amsterdam. All four covers were bought by "JK" at prices varying from \$20 to \$50. The "JK" probably was John Kleman who was an active dealer at that time. The increase in price shows how popular choice transatlantic covers have become since foreign markings have become meaningful.

The phrase "only three covers to Amsterdam believed known" provoked me to check my records to see how many '47 covers I list to Amsterdam. The records disclose that there are 15 '47 covers to Holland, 10 with a 5c stamp. Of the 15 to Holland, 10 are from Philadelphia to Amsterdam. One of the 10 covers from Philadelphia to Amsterdam has had a 10c stamp added to a cover that originally had only a 5c. Ashbrook has expertized this cover as NG, i.e., not genuine in all respects.

Transatlantic covers usually sell well so it's not possible to say how much the words "only three" added to this realization. The relative scarcity of 1847 covers to various countries in Europe apparently is of interest to collectors and so that is the subject of this article.

This is the first attempt to make a comprehensive list of 1847 covers to Europe. Stanley B. Ashbrook discussed several of the covers listed here in various issues of his *Special Service*. In that publication of limited distribution (30 subscribers) he at one time or another wrote about covers to all countries listed here except Switzerland and Norway. At a future date, probably two years from now, an enlarged list of covers to Europe will be published. It takes about that long to get the data on "new" covers into print even if everyone starts reporting information as soon as he conveniently can. I hope you will do this.

There are more covers to the British Isles than to any other country. Besides the 72 to Great Britain there are 100 covers to 6 other countries. There is also a 10c cover to Syria included in the list which has been expertized as NG. It was customary to designate either England, Scotland or Ireland on covers to Britain, so these are totaled separately. Here are the countries to which genuine covers are listed.

England
France
Germany

Holland
Scotland
Belgium

Ireland
Switzerland
Norway

Only 42 of the total have been expertized. Of this number 33 are OK and 9 are NG, meaning not genuine in every respect. I am dubious about a few of the covers listed here without an opinion so listing in itself is not an indication of authenticity.

1847 covers are also known to Cuba, China, Mexico, and Chile. These will be the subject of a separate article as will covers to British North America. No European country bordering on the Mediterranean Sea except France appears on the list.

It is well to remember that the countries of destination listed here are as they appear on the covers—the map of Europe has undergone considerable transformation since 1850. For example, a large group of covers were mailed

from Baltimore to Germany in 1850 and 1851, addressed to Freiwalden, Schlesien, then part of the Kingdom of Prussia. Freiwalden is now missing from the atlas, and the area once known as Upper Silesia (Schlesien)—more a geographical term than a political entity—is now part of Poland.

A cover addressed to London and forwarded to Italy is illustrated twice. What is your opinion of this cover? How far do you think restoration of a cover should legitimately go? Where is the dividing line between repair and reproduction?

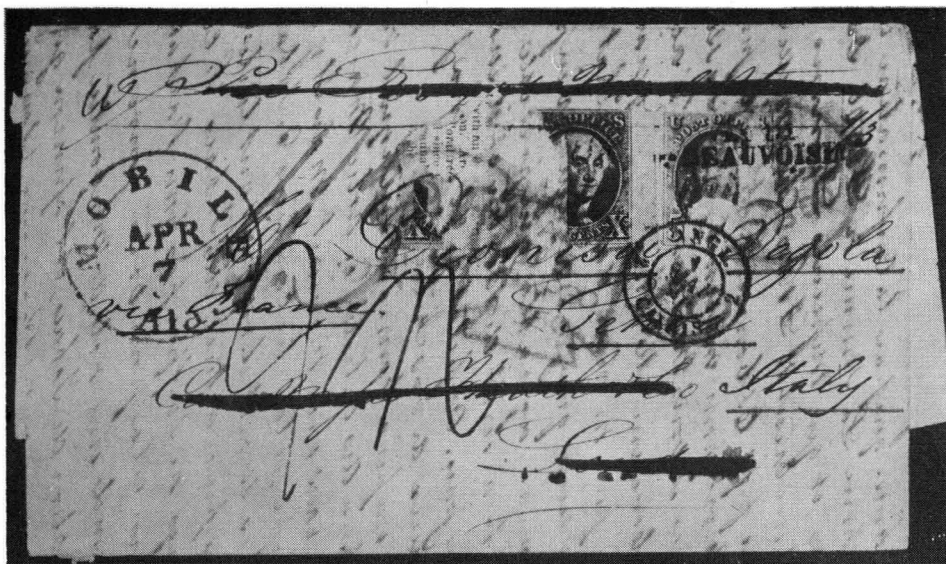


Figure 1. BEFORE RESTORATION

This is a copy of an illustration from Ashbrook's "Special Service" of November 1957. There were originally two 10c and one 5c stamp which paid the postage to London to a forwarding agent who removed the stamps. The letter was forwarded collect to Italy and Ashbrook says what looks like "9N" is the French due marking of 24 decimes. In the late 1950's this cover was sold at auction as it is pictured here.

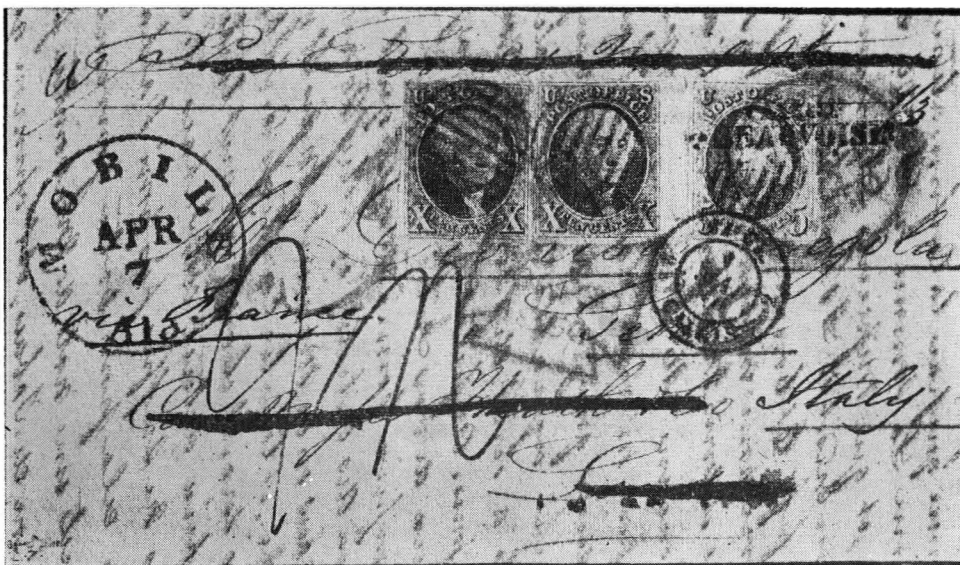


Figure 2. RESTORED COVER

The 1847 stamps have been replaced or largely restored. This is the way the cover would have looked if it had been forwarded without an attempt to remove the stamps. In 1962 and again in 1971 this cover was offered at auction as it is pictured here.

To some collectors, 172 covers to Europe may seem like a large number, however, of this number, five were recently stolen and have not been recovered. Another 9 have been expertized as NG. This leaves a net of 158 and a few others are doubtful. When this figure is broken down by countries, the number available is pretty small.

Every collector will immediately notice the difference in the total postage on many of the letters which varies from 5c or 10c to 25c, 30c or 35c in most cases. These rates will be explained in future articles when covers to the British Isles and to the rest of Europe are the subject of separate articles.

In the following tabulation an "X" indicates that the information is definitely missing and a "?" shows that the data might be available if the cover could be examined. A "CS" means a color slide is available for study and a "Ph" that a black and white illustration is. Several of the covers have no postmark but if the origin is known from the dateline of the letter, that is shown in parentheses, i.e. (Charleston, S. C.).

1847 COVERS TO EUROPE

Date	Stamp(s)	Postmark and destination	Ill.	Exp.
July 14, 1847	10c (1)	Phila., Pa. to London, England		
July 15, 1847	5c (1)	N. Y. C. to Ballymena, Ireland	CS	
July 16, 1847	5c (1)	X, X to Liverpool, England	Ph	
July 29, 1847	5c (1)	N. Y. C. to London, England	Ph	
July 30, 1847	5c (1)	N. Y. C. to Liverpool, England	CS	
Aug. 12, 1847	10c (1)	Cumberland, Md. to Carlisle, England	CS	OK
Aug. 12, 1847	10c (1)	Norfolk, Va. to Dundee, Scotland	Ph	OK
Aug. 13, 1847	10c (1)	Wilmington, Del. to Liverpool, England	CS	
Aug. 14, 1847	10c (1)	N. Y. C. to Liverpool, England	CS	
Aug. 14, 1847	5c (1)	N. Y. C. to Liverpool, England	Ph	
Aug. 29, 1847	10c (1)	Syracuse, N. Y. to London, England	CS	
Sep. 14, 1847	5c (2)	Phila., Pa. to Gouda, Holland	CS	OK
Sep. 15, 1847	5c (1)	N. Y. C. to Newcastle, England	CS	
Sep. 28, 1847	5c (2)	Phila., Pa. to ? , England	Ph	
Sep. 28, 1847	10c (1)	Washington, D. C. to London, England	Ph	OK
Sep. 29, 1847	5c (2)	Wilmington, Del. to Liverpool, England	Ph	
Sep. 29, 1847	5c (2)	Phila., Pa. to Paris, France	CS	
Sep. 30, 1847	10c (1)	N. Y. C. to London, England	CS	
Sep. 30, 1847	5c (1)	N. Y. C. to Warrington, England	CS	
Oct. 27, 1847	10c (1)	Cumberland, Md. to Carlisle, England	CS	
Oct. 28, 1847	10c (1)	Phila., Pa. to London, England	Ph	
Oct. 29, 1847	5c (2)	Wilmington, Del. to Liverpool, England	Ph	
Nov. 1, 1847	5c (1)	N. Y. C. to London, England	Ph	
Nov. 22, 1847	5c (2)	Mobile, Ala. to Bordeaux, France	CS	OK
Dec. 1, 1847	5c (1)	Boston, Mass. to Bordeaux, France	CS	
Dec. 11, 1847	10c (1)	Richmond, Va. to Antwerp, Belgium	CS	
Dec. 16, 1847	5c (1)	(N. Y. C.) to Kingston, England	Ph	
Dec. 18, 1847	10c (1)	New Orleans, La. to London, England	Ph	
Dec. 21, 1847	10c (1)	Charleston, S. C. to Liverpool, England		
Dec. 30, 1847	5c (1)	Phila., Pa. to London, England	Ph	
Jan. 13, 1848	5c (1)	N. Y. C. to Kampen, Holland	CS	
Jan. 13, 1848	5c (2)	Phila., Pa. to Amsterdam, Holland		
Jan. 15, 1848	5c (2)	(N. Y. C.) to Paris, France	CS	
Jan. 16, 1848	5c (2)	New Orleans, La. to Blackburn, England	Ph	
Jan. 25, 1848	5c (1)	Phila., Pa. to Cambridge, England	Ph	OK
Jan. 25, 1848	5c (2)	Wilm. & Ral. R. R. to Greenock, Scotland	CS	OK
Jan. 28, 1848	5c (1)	Boston, Mass. to Liverpool, England		
Jan. 28, 1848	5c (1)	Phila., Pa. to Sheffield, England	CS	
Feb. 8, 1848	10c (1)	Charleston, S. C. to ? , Belgium		
Feb. 22, 1848	5c (2)	Wilm. & Ral. R. R. to Gand, Belgium	CS	
Mar. 3, 1848	5c (1)	Owego, N. Y. to Paris, France	CS	OK
Mar. 8, 1848	5c (2)	Wilmington, Del. to Liverpool, England	Ph	
Mar. 8, 1848	10c (1)	Phila., Pa. to London, England	Ph	
Apr. 4, 1848	5c (5)	Mich. Central RR to Heidelberg, Germany	CS	
Apr. 7, 1848	10c (1)			
Apr. 7, 1848	10c (3)	N. Y. & Phila. R. R. to X, England	Ph	
Apr. 25, 1848	5c (1)	Owego, N. Y. to Paris, France	CS	
May 2, 1848	5c (1)	U. S. Express, N. Y. to Bordeaux, France	Ph	
May 3, 1848	10c (1)	Phila., Pa. to Glasgow, Scotland	Ph	OK
May 7, 1848	10c (1)	New Orleans, La. to Blackburn, England	Ph	

<i>Date</i>	<i>Stamp(s)</i>	<i>Postmark and destination</i>	<i>Ill.</i>	<i>Exp.</i>
May 8, 1848	5c (1)	Theo. Seminary, Va. to Cromer, England	CS	
May 12, 1848	10c (1)	Phila., Pa. to Paris, France	Ph	NG
May 15, 1848	5c (2)	Phila., Pa. to Sheffield, England	CS	
May 16, 1848	5c (2)	N. Y. C. to Greenock, Scotland	Ph	
May 20, 1848	10c (1)	New Orleans, La. to Manchester, England		
May 23, 1848	5c (1)	Phila., Pa. to Sheffield, England	Ph	
May 30, 1848	5c (1)	N. Y. C. to Greenock, Scotland	Ph	OK
June 3, 1848	10c (1)	(Charleston, S. C.) to Greenock, Scotland	Ph	
June 6, 1848	5c (1)	Long Island R. R. to Paris, France	Ph	OK
June 10, 1848	10c (1)	New Orleans, La. to Blackburn, England	CS	
June 11, 1848	10c (1)	New Orleans, La. to Blackburn, England	CS	
June 18, 1848	5c (1)	Hyde Park, N. Y. to Liverpool, England	CS	
June 19, 1848	5c (1)	U. S. Express, Boston to Liverpool, England	CS	NG
June 20, 1848	5c (1)	Phila., Pa. to Amsterdam, Holland	CS	NG
	10c (1)			
July 1, 1848	10c (1)	Corning, N. Y. to Nantes, France	CS	OK
July 3, 1848	5c (2)	St. Louis, Mo. to Namur, Belgium	Ph	
July 8, 1848	10c (1)	New Orleans, La. to Blackburn, England	Ph	
July 10, 1848	5c (2)	St. Louis, Mo. to Namur, Belgium	CS	
Aug. 16, 1848	5c (1)	X, X to GIRRARD, Scotland	CS	OK
	10c (3)			
Sep. 27, 1848	10c (6)	Philadelphia R. R. to Paris, France	CS	OK
Oct. 1, 1848	5c (2)	Alden, N. Y. to Liverpool, England	CS	
Oct. 3, 1848	5c (3)	U. S. Express, N. Y. to Zurich, Switzerland	Ph	
Oct. 21, 1848	5c (2)	Alden, N. Y. to Liverpool, England	CS	
Oct. 28, 1848	5c (1)	(Charleston, S. C.) to Gand, Belgium	CS	OK
	10c (3)			
Oct. 31, 1848	10c (3)	U. S. Express, N. Y. to Sheffield, England	Ph	
Oct. X, 1848	10c (3)	U. S. Express, N. Y. to Kingston, England		
Nov. 10, 1848	10c (1)	Batavia, N. Y. to Banbury, England	CS	
Nov. ?, 1848	5c (2)	Alden, N. Y. to Liverpool, England	Ph	
Dec. 2, 1848	5c (1)	Mobile, Ala. to Greenock, Scotland	CS	OK
	10c (3)			
Dec. 16, 1848	10c (3)	New Orleans, La. to Blackburn, England		
Jan. 30, 1849	5c (?)	Savannah, Geo. to ?, France		
Feb. 18, 1849	5c (1)	Baltimore, Md. to London, England	CS	
Mar. 19, 1849	5c (2)	Phila., Pa. to Cologne, Germany	CS	
May 12, 1849	5c (2)	Wilm. & Bal. R. R. to Amsterdam, Holland	Ph	
Sep. 4, 1849	5c (2)	X, X to Liverpool, England	Ph	
Sep. 15, 1849	5c (2)	(New Orleans, La.) to Amsterdam, Holland	CS	
Sep. 24, 1849	10c (1)	Quincy, Mass. to Stuttgart, Germany	Ph	
Oct. 21, 1849	5c (1)	New Orleans, La. to Bordeaux, France	CS	
Nov. 1, 1849	10c (1)	N. Y. C. to Weisbaden, Germany	Ph	
Dec. 2, 1849	5c (1)	Mobile, Ala. to Paris, France		
Dec. 3, 1849	5c (2)	N. Y. C. to Cologne, Germany		
Dec. 17, 1849	5c (1)	Phila., Pa. to Amsterdam, Holland	CS	OK
? ?, 1849	10c (2)	?, ?, to London, England	Ph	
Jan. 9, 1850	5c (1)	X, X, to London, England	CS	NG
Jan. 22, 1850	5c (1)	Phila., Pa. to Paris, France	CS	
Jan. 22, 1850	5c (1)	Phila., Pa. to Amsterdam, Holland		
Feb. 4, 1850	5c (1)	Phila., Pa. to Amsterdam, Holland		
Feb. 15, 1850	5c (1)	Savannah, Geo. to Nantes, France	Ph	OK
Mar. 6, 1850	5c (1)	(Boston) to Paris, France	CS	
Mar. 15, 1850	10c (1)	(Norfolk, Va.) to Arendal, Norway	CS	
Mar. 16, 1850	5c (1)	Wilm. & Bal. R. R. to Gand, Belgium		
Mar. 19, 1850	5c (1)	Baltimore R. R. to Bremen, Germany	CS	
Mar. 20, 1850	5c (6)	X, X, to Hathersage, England	CS	
Mar. 25, 1850	5c (1)	Mobile, Ala. to Paris, France		
Apr. 7, 1850	5c (1)	Mobile, Ala. to London, England	CS	
	10c (2)	(Illustrated)		
Apr. 11, 1850	5c (5)	Charleston, S. C. to Devonport, England		
Apr. 14, 1850	5c (1)	Phila., Pa. to Rotterdam, Holland	Ph	
Apr. 16, 1850	5c (1)	Baltimore R. R. to London, England	Ph	NG
	10c (1)			
Apr. 18, 1850	10c (2)	Maysville, Ky. to Nottingham, England	CS	
Apr. 20, 1850	5c (1)	New Orleans, La. to Marseilles, France	CS	
May 11, 1850	5c (1)	New Orleans, La. to Paris, France		
June 9, 1850	5c (1)	Mobile, Ala. to Bordeaux, France		
June 16, 1850	5c (1)	Mobile, Ala. to Manchester, England	CS	OK
	10c (2)			
June 18, 1850	5c (1)	Phila., Pa. to Montauban, France	Ph	
July 2, 1850	5c (1)	Phila., Pa. to Paris, France	Ph	

<i>Date</i>	<i>Stamp(s)</i>	<i>Postmark and destination</i>	<i>Ill.</i>	<i>Exp.</i>
July 16, 1850	5c (1)	Baltimore, Md. to Upper Silesia, Germany	Ph	OK
July 23, 1850	5c (1)	U. S. Express, N.Y. to La Chaux de Fonds, Switzerland	CS	
July 31, 1850	5c (1)	Baltimore, Md. to Bremen, Germany	CS	
Aug. 20, 1850	5c (1)	New Haven, Conn. to ? , Europe		
Aug. 27, 1850	5c (1)	Philadelphia, Pa. to Marseilles, France	CS	
Aug. X, 1850	5c (1)	X , X , to X , France	Ph	
Sep. 10, 1850	5c (1)	Baltimore R. R. to Bremen, Germany	CS	
Sep. 16, 1850	5c (1)	Philadelphia, Pa. to Amsterdam, Holland	CS	
Sep. 23, 1850	5c (1)	Baltimore, Md. to Schlesien, Germany	CS	
Oct. 7, 1850	5c (1)	Baltimore, Md. to Freiwalden, Germany	CS	
Oct. 8, 1850	5c (1)	Philadelphia, Pa. to Amsterdam, Holland	Ph	
Oct. 9, 1850	5c (2)	(Baltimore, Md.) to Bremen, Germany	CS	
Oct. 9, 1850	5c (1)	? , ? , to ? , Switzerland	Ph	
Oct. 28, 1850	5c (1)	Philadelphia, Pa. to Amsterdam, Holland	CS	
Nov. 6, 1850	5c (1)	N. Y. C. to Paris, France	Ph	
Nov. 11, 1850	5c (1)	Baltimore, Md. to Freiwalden, Germany	Ph	OK
Nov. 19, 1850	5c (1)	Cleveland, Ohio to Paris, France	Ph	OK
Nov. 19, 1850	5c (1)	Philadelphia, Pa. to Amsterdam, Holland	Ph	
Dec. 4, 1850	5c (2)	Bardstown, Ky. to London, England	CS	
Dec. 4, 1850	5c (1)	X , X , to Greenock, Scotland	CS	OK
Dec. 7, 1850	5c (3)	X , X , to Belfast, Ireland	CS	OK
	10c (1)			
Dec. 8, 1850	5c (1)	Baltimore, Md. to Freiwalden, Germany		
Dec. 9, 1850	5c (1)	Baltimore, Md. to Bremen, Germany	CS	
Dec. 11, 1850	5c (1)	Philadelphia, Pa. to Amsterdam, Holland	Ph	
Dec. 14, 1850	5c (1)	X , X , to Paris, France	Ph	OK
Dec. 30, 1850	5c (1)	Mobile, Alabama to Guebwiller, France	Ph	NG
	10c (2)			
X X, 1850	5c (1)	Baltimore R. R. to Bremen, Germany	Ph	
Jan. 1, 1851	5c (1)	N. Y. C. to Glasgow, Scotland	Ph	
	10c (2)			
Jan. 2, 1851	5c (1)	Cincinnati, Ohio to Bremen, Germany	CS	OK
Jan. 8, 1851	5c (1)	X , X , to Paris, France		
	10c (1)			
Jan. 28, 1851	5c (1)	Savannah, Georgia to Avize, France	Ph	OK
Jan. 28, 1851	5c (1)	(Boston) to Neuwied, Germany	CS	
Jan. 30, 1851	5c (1)	Cleveland, Ohio to Paris, France	CS	OK
Feb. 12, 1851	5c (1)	? , ? , to Avize, France	Ph	OK
Feb. 25, 1851	5c (1)	? , ? , to Europe		
Feb. 25, 1851	5c (1)	? , ? , to Europe		
Feb. 26, 1851	5c (1)	X , X , to Neuwied, Germany	Ph	
Mar. 1, 1851	5c (1)	New Orleans, La. to Nantes, France	Ph	
Mar. 3, 1851	10c (1)	Baltimore, Md. to Paris, France	Ph	NG
Mar. 10, 1851	5c (1)	Baltimore, Md. to Freiwalden, Germany		
Apr. 14, 1851	10c (1)	Schenectady, N. Y. to Steinestadt, Germany	CS	OK
Apr. 24, 1851	5c (1)	Cleveland, Ohio to Paris, France	Ph	OK
May 1, 1851	5c (1)	New Orleans, La. to Coblenz, Germany	CS	
May 5, 1851	5c (5)	? , Canada to London, England	Ph	OK
	3d (1)			
May 6, 1851	5c (1)	Philadelphia, Pa. to Jarnac, France	Ph	
May 13, 1851	5c (1)	Baltimore, Md. to Freiwalden, Germany	Ph	
May 28, 1851	5c (1)	Baltimore, Md. to Freiwalden, Germany		
May 29, 1851	5c (2)	Franklin, La. to Bordeaux, France	Ph	
May 31, 1851	5c (1)	Cleveland, Ohio to Paris, France	CS	
June 8, 1851	5c (1)	New Orleans, La. to Rostock, Germany	CS	OK
June 10, 1851	5c (1)	New York City to Berlin, Germany		
Aug. 24, 1851	5c (1)	New York City to Marseilles, France	Ph	
Nov. 3, 1851	5c (1)	Philadelphia, Pa. to Liverpool, England	CS	
	10c (2)			
Aug. 13, 18-?	10c (1)	Newark, New Jersey to Beirut, Syria	Ph	NG
Mar. 27, 18-?	10c (1)	New York City to Paris, France	Ph	
Nov. 12, 18-?	10c (1)	New York City to Saxon, Germany	Ph	
? ? 18-?	10c (1)	Mobile, Alabama to Paris, France	Ph	
? ? 18-?	10c (1)	New York City to Paris, France	Ph	NG

Included in this list are 7 cover fronts and two pieces large enough to show all the required postal information. A small piece to England has only a
(Continued on page 222)

THE 1851-60 PERIOD

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

THE KELLEY'S ISLAND PRINTED TOWNMARK

DEL F NORONA, R.A. 532

Kelley's Island, Ohio, in Lake Erie, is about four miles directly north of Marblehead and six miles by water from Sandusky, Ohio, according to an official Post Route Map published in 1870. The International boundary between Canada and the U. S. runs East and West at a point more or less equidistant between Kelley's Island, Ohio, and Pelee Island, Ont.

The island had been acquired by Datus Kelley of Connecticut. At first named Cunningham's Island, the name was changed to Kelley's Island about 1840, and members of the Kelley family have been active in Island affairs for decades. As an incident to the Kelly acquisition, patriarch Datus brought roots and cuttings of Concord grapes to the island, where they thrive. This will be mentioned later.

Soon after the Kelleys acquired the island, a sailboat, the *Humming Bird*, was used to carry mail and passengers between the island and Sandusky, this a dozen years before the opening of the Kelley's Island post office. This was an absolutely unofficial mail, carried gratis. Letters from the outside world would come to Sandusky with such addresses as: Mr. Datus Kelley, Kelley's Island, Sandusky, Ohio. They would be kept in the Sandusky office until the addressee claimed the letter in person or by an agent asked to pick up the mail and take it across to the island. Letters from the island, properly addressed, would be taken across the six miles of water and deposited in the Sandusky post office.



Figure 1. Type A-1 (Richard Graham)

Later, two steamboats, the *Islander* and the *Island Queen*, were put into operation during the navigation season, but even after a post office was established on the Island they charged nothing for their services as mail carriers during the period of this article.

This was the summer arrangement.

An interesting book by Norman Hills in 1925 is replete with factual and contemporary accounts about the Island, whose inhabitants were drawn together more than an average rural community of the period by the fact that they were completely isolated from the rest of the world for considerable periods during severe winters by ice conditions.

About one-third of the western portion of the island was divided from the remainder by Division Road, running due north and south. To the west of the southern terminus of Division Road there was a building referred to as "the store on the corner," about the only place on the island where general merchandise was kept and where produce could be traded. In other words, it was a typical country store of the period, at one time owned by George Kelley (the first postmaster) given the appellation "the fat man."

The store served as a meeting place for the male inhabitants, who organized themselves into a society known as The Lodge. Across Division Street from the store was the hostelry known for many years as Island House. A little wharf was at one time built into the lake from the southern end of Division Street.

The Lodge had no organization; it was an institution attended for many years by almost every man on the island with faithful regularity. Furthermore, the post office was located in a little room in the building leading into the store room. In the summer the Lodge was attended chiefly in the evening, but in winter it was a loafing place for most of the male inhabitants, who commenced gathering almost as soon as the store was opened in the morning.

The population of Kelley's Island is given as:

1854	500
1860	600
1864	585
1868	840
1870	836

When the first post office was opened on the island, fittingly it was located in "the store on the corner," with "fat man" George Kelley as its first postmaster.

Names of postmasters and the dates of their appointment into the early 1870s are—

<i>Postmaster</i>	<i>Appointed</i>
George Kelley	May 13, 1852
Wm. S. Webb	June 3, 1854
Alfred S. Kelley	Feb. 6, 1868
Erastus Huntington	Feb. 6, 1872

It would be only a guess to estimate the number of letters bearing the printed map townmark, subject of this article, used at Kelley's Island. It was a very small post office indeed, dwarfed by nearby Sandusky. Of the total number of letters sent only a very small fraction could now be in existence. In addition to the eight items mentioned in the check-list probably not over a dozen additional items are still in hiding waiting to be discovered by lucky philatelists.

The Store or "Lodge" was a two-story frame structure with a lean-to front porch, somewhat similar to the one at Headly, W. Va., now moved bodily to Washington and on display at the Smithsonian's Institution of History and Technology.

A unique accomplishment of the inhabitants, unquestionably discussed and planned at the Lodge, was the publication of an unusual weekly, *The Islander*, commencing in December, 1860. This was written in longhand—only one copy of each issue being prepared—and was edited by different persons and published weekly for some 17 years during the winter months.

Only the title of the paper, *The Islander*, was printed, the contents of each issue being in longhand. There is no reference to a printing press on the Island at this time. We presume a quantity of sheets were printed at Sandusky bearing the masthead, brought over to the Island, and one filled in each week, the members of the Lodge contributing their bit to the editor of the week.

A literary society was formed, which unquestionably took part in publication, and had among its members two of the postmasters, Alfred S. Kelley and William S. Webb. Postmaster George Kelley, once owner of the store, went into the quarrying business and sold the store to Webb, the latter taking over the postmastership on June 3, 1854.

During severe winters for at least some time after the post office was established, a mail rowboat was used, braving the six mile run to Sandusky or the shorter distance to Marblehead, where a post office had already been established. One Oscar Dean, spoken of as the "experienced mail carrier," usually carried the mail in the open boat. It was flat-bottomed with sled runners beneath so that it could be dragged and pushed on the ice as occasion arose. Many passengers would accompany the boat, women sitting in the boat, the men alternating rowing in open water, fending off cakes of ice, or drawing the boat out of the water through slush over the ice. Passengers also chipped in money as well as their services. The Island postmaster maintained a telescope near the post office and on seeing the returning mail boat from afar word was soon spread, the populace aroused, many willing hands turned out to haul the boat the last several yards to shore, the boys eager to pitch in and proud to carry mail bags, express packages and merchandise to the store and post office. After the mail was ready for delivery the postmaster would appear at the store door and announcement made to that effect. There would be a surge forward as the postmaster started delivering the mail, letters first, and then maybe copies of the *Sandusky Register* and other periodicals. It is recorded that never at any time was the mail boat lost.

Letter-boxes were later put in the post-office by postmaster Webb and rented to patrons to help defray the expense of the mail boat, as the mail carrier received little from the Government for his services.

The KELLEY'S ISLAND Townmark

The prime accomplishment by the Islanders of philatelic interest was the production of envelopes bearing a map of KELLEYS ISLAND imprinted in the upper left corner of the envelope. As will be noted in the illustrations and the checklists, what we designate as the Group A items have imprinted in the lower left portion of the map the words "BRAINERD Clev".

An examination of the Cleveland city directories discloses that there is listed:

1850 directory:

Brainerd, J., engraver,
No. 2, Mt. Ex., r. 7,
Chestnut Street.

1859-60 directory:

Brainerd & Burrige,
Engravers and foreign patent agency,
134 Bank Street.

The above listing continues through 1863-1864.

1865-1866 directory:

Brainard [sic] Prof. John, examiner,
U.S. Patent Office, Washington, D.C.
h. 196 Euclid Avenue.

After this date there are no further listings. He is not listed in the Cleveland Public Library's file of death notices.

Since Brainerd was an engraver, it indicates that the map townmark was engraved and not lithographed. We believe it was engraved on copper rather than a wood cut.

Also, as Brainerd was in the patent business, could he have given thought to patenting the idea of a printed map serving as a townmark?

What follows is a check-list of the eight known covers with the printed townmark. These fall into two groups: A—with frame lines around the island; B—no frame lines around the island. It is obvious that Group A was the earlier of the two.

GROUP A (With Frame lines)

Type A-1

(Richard Graham)

Description of envelope:

Clean cover. Original not seen by writer.

Description of Map:

Strong frame lines around island, with marked dent at center of bottom frame. With BRAINERD, Clev at s. w. corner.

Marked spots over KELLEY'S ISLAND and under KELL.

Towards s. e. corner of map a small ellipse (a pond!) is shown.

The next to top shore-line over n.w. peninsula is weak but not broken.

Postage stamp, postal markings, etc.:

3c 1851, canceled with mss 9.

The printed map served as the town-mark; the date of use is written in mss "Apl 9" on the horizontal line on the map, which consists in part of small dashes.

Addressed to Wm. S. Sizer, Toledo O.

Illus. and discussed by Graham in *Chronicle* 70:81, and *American Philatelist* Oct. 1971, p. 894. Neither of the illustrations is actual size.

Type A-2

(Richard Schwinn)

Description of envelope:

Clean cover. Original not seen by writer.

Description of map:

Very similar to Graham's A-1. Lines, however, are not quite as strong and some of the spots which appear on A-1 have been removed. Small break in bottom of small ellipse (pond). Words "Island House" written in fine handwriting in brown ink at bottom of map. Next to top shore-line over n. w. peninsula is broken.

Postage stamp, postal markings, etc.:

3c 1851, uncanceled. Schwinn cannot tell the color of the stamp; a former owner has endorsed on back "1856 Brownish carmine."

No month and date of use indicated anywhere on the cover.

Addressed to Wallace Sigerson, St. Louis, Mo.

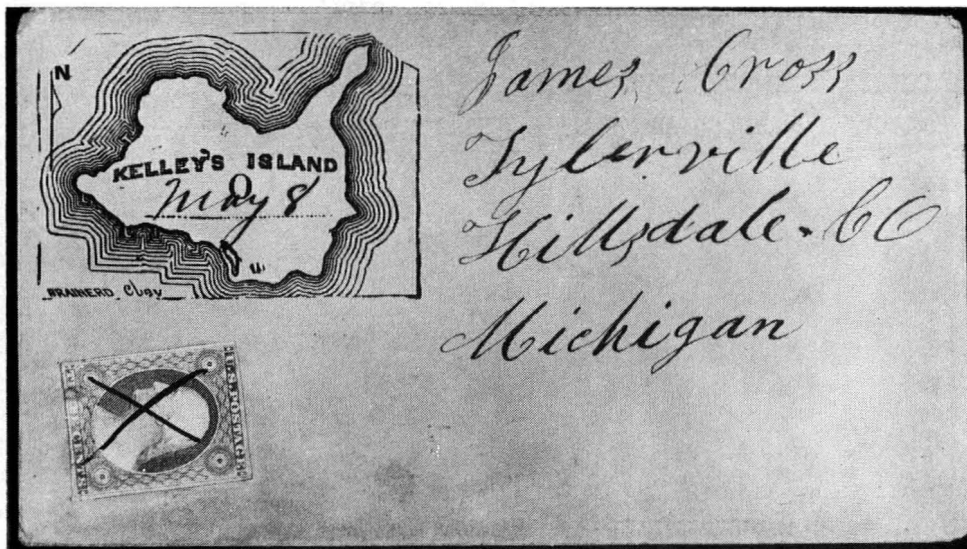


Figure 2. Type A-3 (Delf Norona)

Type A-3

(Delf Norona)

Description of envelope:

Slightly worn but complete cover. Buff wove paper. No. wmk. Size 137½ x 80 mm. No embossed seal on back of envelope.

Description of map:

Jet black impression. Frame lines weak or partly missing on n., n. w., and n. e. Completely missing on part of w. side and very weak at bottom. Dent in center of s. line repaired. Small

ellipse at s. e. part of island removed. Where "Island House" was written in mss. on Type A-2, there appear three small diagonal lines. Spots of color barely appear above and below KELLEY'S ISLAND. Horizontal line for date consists of a row of dots, instead of dashes. Part of imprint KELLEY'S ISLAND barely shows through back of envelope, indicating that the townmark was heavily struck. Break in shore-line—second from top—more noticeable than with Types A-1 or A-2.

Postage stamp, postal markings, etc.:

3c 1851, canceled with x mark. "May 8" in mss. on line of map. Addressed to James Cross, Tylersville, Hillsdale Co. Mich.

Type A-4

(Edw. Knapp)

Description of envelope, etc.:

Described in Parke-Bernet Auction Galleries, N. Y., Mar. 5-6, 1942 auction, part of lot 140, as used in the 1850's: "Cover with woodcut, framed, mss. date Sep 4."

GROUP B (No Frame lines)

Type B-1

(David Beals III)

Description of envelope:

White envelope, somewhat soiled. Wove paper. No wmk.

Size: 140 x 78 mm. Seal on back flap: Indistinct embossed circle, overall diameter 14½ mm.; outer circle composed of about 10 curved lines or scollops; next inner circle about 20 dots; on inside is a flower design with several smaller scollops forming the petals of a flower.



Figure 3. Type B-1 (David Beals III)

Description of map:

Strong impression. KELLEY'S ISLAND impressed through the envelope as with Type A-3.

All outer lines and words BRAINERD Clev removed.

Short line weak in n. e. corner in comparison with cover A-3 (Norona).

On e. side of map at a point to s. e. of D of ISLAND is a break in the 4th shore line. This break is much greater in cover B-2 (Norona).

Shore lines otherwise much the same as cover A-3 (Norona).

Interior of island same as cover A-3, except horizontal date lines somewhat weaker.

Postage stamps, postal markings, etc.:

Date of use indicated by mss. July 5 written on the horizontal line of the map townmark, and the French postmark on front of cover 22 JANV 59. The letter was therefore postmarked at Kelley's Island on Jan. 5, 1859.

Across the top of the envelope (almost entirely hidden by the four 10c stamps) are the words "P O ¼ paid 42" about 83 mm. in overall length. The words "paid" etc. can be seen by holding the envelope in front of a strong light.

The "paid 42" indicates the amount of postage to be paid on French mail to certain continental countries. Many foreign postmarks on back of cover have no bearing on this study.

The red NEW YORK PAID 18 JAN 8 tying the 10c stamps, in red indicates data of handling at the New York post office.

(As for the 42c rate, see PL&R of 1859, Regulations, pp. 77-84. Rate to Switzerland was 21c per ¼ ounce by French mail.)

Were the postage stamps applied at Kelley's Island or was 42 cents in cash sent to the New York Post Office and the stamps affixed there? If the stamps had been stuck on the envelope at New York is it not likely that a handstamp killer would have been used to cancel the stamps rather than the manuscript diagonal lines? Again, is it likely that such a small post office as Kelley's Island was supplied with 10c stamps?

We present this feature as a problem cover.

Type B-2

(Norona)

Description of envelope:

Orange envelope, fresh. Wove paper, no wmk. Embossed seal on back flap. Size about 140 x 80 mm.

Description of map:

Break in right of map just below ISLAND is much more pronounced than in Type B-1 (Beals).

Postage stamp and postal markings:

Manuscript Oct 31 written on map. 3c 1857 stamp canceled three diagonal lines.

Addressed to C. H. Knapp, Warsaw, Wyoming Co., N. Y.

An interesting enclosure, written Oct. 30, 1860, indicates year of use, about selling grapes, concluding with "Excuse this short letter. I wrote it at the P.O."

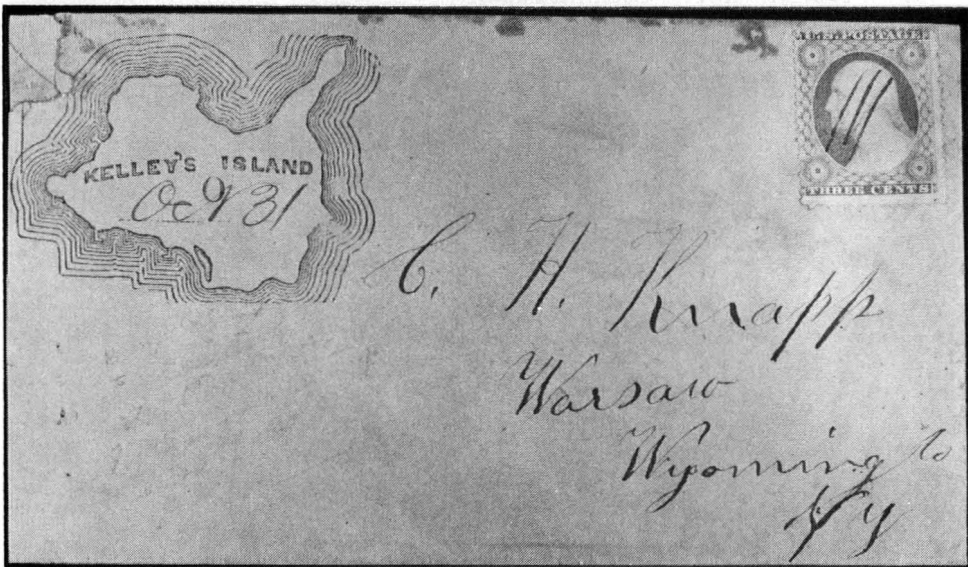


Figure 4. Type B-2 (Norona)

Type B-3

(Siegel Auction cat Mar 10-13, 1965, lot 66)

Description of envelope:

Illus. in catalog much reduced, but details clear.

Description of map:

Illus shows it to be a No Frame variety, much like Type B-2 (Norona) The map was unused, in that it has no mss. date marked on it.

Postage stamps; postal markings, etc.:

3c 1857 stamp uncanceled. A conventional townmark has been applied between the map and the postage stamp, reading: KELLEY'S ISLAND/OHIO APR 29. (Type Plain Circle, serified lettering, letters somewhat taller than normal.)

Covers without the map but with the Circle townmark just described are known with 1861 issue stamps. (One noted used Sep. 30, 1865—Schwinn collection.)

Type B-4

(Edw. Knapp)

Description of envelope, etc.:

Described in Parke-Bernet Auction Galleries, N. Y., Mar. 5-6, 1942 auction, part of lot 140, as used in the 1850's: "Cover with woodcut, without frame," illustrated. This appears to be similar to Type B-2 (Norona).

No definite conclusion can be drawn as to how the map townmark was struck, whether singly as each item was presented for mailing, or whether a number of envelopes were printed at one time and sold over the counter as purchased by the public. Apparently there was no press on the island and if printed, the work was done at Sandusky!

Only two covers have definite year dates of use, 1859 and 1860, Types B-1 and B-2. We surmise that the period of use was between 1853 and 1861.

References

Norman E. Hills, *A History of Kelley's Island, Ohio*. Toledo, Ohio, 1925.
Post Route Map of Ohio. Washington, 1870.

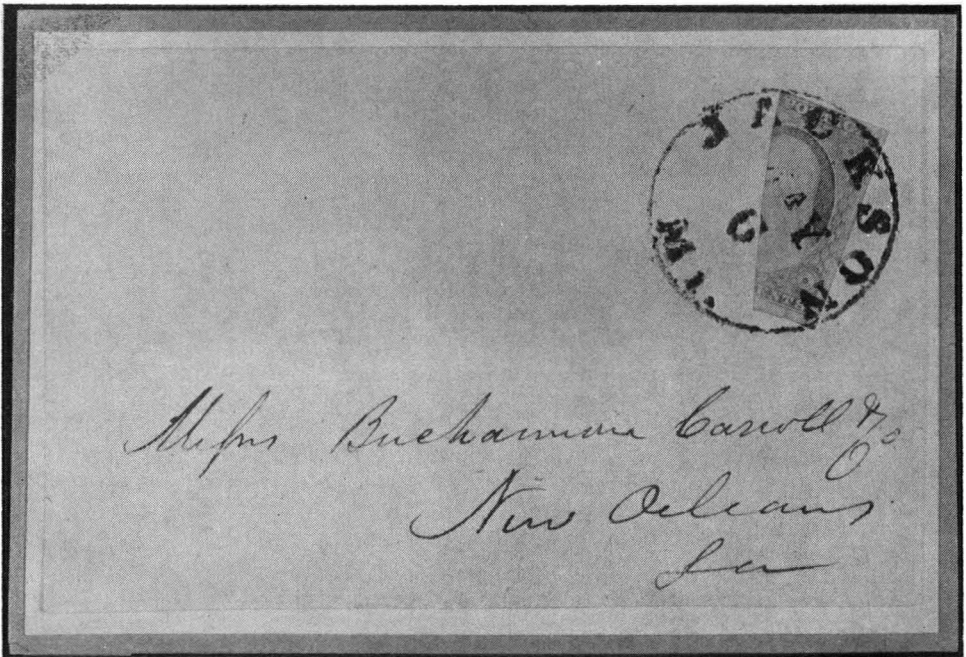
Personal Acknowledgments

Conrad F. Weitzel, Reference Librarian, Ohio Historical Society, Columbus, Ohio.
Jerome Finster, Civil Archives Division, General Services Administration, Washington, D. C.
Margaret Terwilliger, Reference Dept., Cleveland Public Library.
Richard M. Schwinn, Findlay, Ohio, U. S. Cancellation Club.
Route Agents: David T. Beals III, Kansas City, Mo.; Richard B. Graham, Columbus, Ohio.

BISECTS OF THE THREE CENT 1851 ISSUE

DAVID T. BEALS III, R.A. 248

With the publication of the known bisected 12c stamps used on cover in the last issue of the *Chronicle* (75:121), and the *Directory of 10c 1847 Covers* by Hart and McDonald, which lists the 10c bisects, we felt it desirable to also publish a listing of bisected S2s known on cover, the only other stamp of this period known to have been used bisected.



A newly reported bisect: a wrapper for an unsealed circular. Author's collection.

In his book,¹ Mr. Lester Brookman succinctly explains the interesting bisected usages of this stamp (parentheses contain this author's comments):

"The stamp is known bisected and used on cover, but such usage is extremely rare. Possibly a dozen genuinely used examples exist (Mr. B's educated guess proves to be very accurate). It is unnecessary to add that such items should be passed on by the most competent authority, because the faker has a field day with an item such as this. The bisects were used as follows: Three and a third (or other fraction) stamps were used to pay the 10c rate between the Pacific coast and the East, and there are several such covers known. The

Covers used with bisected S2s

<i>Origin</i>	<i>Destination</i>	<i>Postmark and comments</i>	<i>Date</i>	<i>Authority</i>
Weaverville Cal.	Mansfield Ohio	C: WEAVERVILLE Cal. Feb 5, used with a horizontal strip of three and one third stamps.	Feb 5 '56 (Probably)	Dr Chase (2) Illustrated
Wrentham Mass.	San Francisco	C: WRENTHAM MS June 4, used with three singles and one third of a fourth stamp.	June 4 '56 (Probably)	Dr Chase (2) PF Cert.
New Orleans La.	San Francisco	C: NEW ORLEANS LA May 19 (in red), used with a single, pair and one half of a fourth stamp. The stamps are cancelled with a black grid which does not tie them to the cover.	May 19 '56 (Probably)	Dr Chase (2) & Mr Ashbrook (5) Illus.
San Francisco Cal.	South Oyster Bay N.Y.	Cs: SAN FRANCISCO Cal June 9 and SAN FRANCISCO Cal FREE June 16 (3), used with horiz strip of three and upper right diag half of fourth stamp.	June 9 '55 (Probably)	Mr Ashbrook (3) Illus. PF Cert. & Signed Sloane.
San Francisco Cal.	No. Providence R. I.	C: SAN FRANCISCO Cal. used with a single, a pair and UR Diag half.	Unknown	Reported by Mr Ashbrook (3) No opinion.
Nappa City Cal.	Port Jackson N.Y.	C: Nappa City Cal Aug 10, on a 6c green Nesbitt Envelope with a single stamp and an UR Diag half.	Aug 10	Ditto
San Francisco Cal.	Philadelphia Pa.	LR Diag half canc with heavy black grid and blue "Via Nicaragua ahead of the mails" in two lines and no box on cover.	May 31 '53	Dr Chase (2) Illus.
Saint Louis Mo.	New York N.Y.	C: SAINT LOUIS MO July 20 1856, R vert two thirds of stamp.	July 20 '56	Signed Ashbrook
New York N.Y.	Fulton N.Y.	C: NEW-YORK April 2 5c, used on UL Diag half. Postmark used as cancel (2)	April 2	Dr Chase (2) Illus.
Jordan N.Y.	Albany N.Y.	C: JORDAN NY SEP 24 1857, used on R Vert half of stamp.	Sept 24 '57	Ditto
Jackson Miss.	New Orleans La.	C: JACKSON MI May 5 (in green) used on UR two thirds of stamp.	May 5 '53 (Probably)	PF Cert. Ill. herein.
New York N.Y. (front only)	St. John N.B.	C: US Express Mail N York N.Y. Oct 23, used with 1c single S2 and LL Diag half all tied with black grid and together pay the 5c rate to NB.	Oct 23 '52 (Probably)	Dr Chase (2)

other usage was the use of half (or more) of a three cent stamp as payment of the 1c postage on unsealed circulars, and a few of these are still in existence. It is possible that such a bisect may have been used on a drop letter. Of course none of these bisects represented a legal use for such usage was never authorized by law (but it is believed that all were accepted for payment of postage by the post offices concerned)."

In addition, a cover front was reported by Dr. Chase² which carries a 1c, a 3c and a bisected 3c to pay the 5c rate to New Brunswick.

It may therefore be noted that these covers are the rarest of the bisects, as many more are known used both with the 10c 1847 and the 12c 1851 stamps than with the 3c.

The existence of these covers has been reported by Dr. Carroll Chase² and Mr. Stanley Ashbrook.³⁻⁵ In addition to the opinions of these authorities, three of the covers are known to have Philatelic Foundation certificates.

Your editors would like very much to have a photo of any covers not listed herewith. Also, we would like to know if more than the three covers so noted have received a P.F. certificate.

References

¹ *The Nineteenth Century Postage Stamps of the United States*, Lester G. Brookman, Volume 1 (Revised Edition), page 143.

² *The 3c Stamp of the United States 1851-1857 Issue* (Revised), Dr. Carroll Chase, pp. 217-220.

³ *Ashbrook Special Service* (Third Series), p. 199, photo 97.

⁴ *Ashbrook Special Service* (Fifth Series), p. 480.

⁵ *Ashbrook Special Service* (Fifth Series), p. 484, photo 247.

KANSAS TERRITORIALS—Addenda

DAVID T. BEALS III, R.A. 248

The listing of Kansas Territorial covers, not previously reported in *U. S. Territorial Postmarks* by Chase and Cabeen, in the February issue of the *Chronicle* (73:13-18) was apparently quite complete inasmuch as we only have nine items to add. Our appreciation is gratefully acknowledged for reports from James R. Hopkins and David L. Jarrett.

Name as in the Postmark.	Date	Estab.	Shape	Size mm.	Color	Stamp	Earliest & latest dates seen.
Auraria K. T.	x	Jan. 18, '59	ms.	—	Black	S5	(L) July 21, 1859
*Brownsville K. T.		Feb. 13, '56	ms.	—	Black	U10	(L) Jan. 27, 1859
Coraville K. T.	x	Mar. 22, '59	ms.	—	Black	U10	Used with LEAV'H CITY & PIKES PEAK EXPRESS CO. Handstamp. June 8, 1859
EMPORIA KAS		Sept. 19, '57	Circle	25.5	Black	S5	Jul. 10, no year.
Kennekuk		June 8, '57	ms.	—	Black	Strip of 3-1c	May 22, no year.
OSKALOOSA KAN		Nov. 26, '56	Circle	26.5	Black	U10	Nov. 5, 1860
PALERMO KAN		Dec. 9, '55	Circle	33.0	Black	S5	July 5, no year.
Paola K.T.		Feb. 12, '56	ms.	—	Black	S2	Sept. 13, no year.
QUINDARO K.T.		May 14, '57	Circle	—	Black	U10	June 18, no year.

A manuscript Coraville KT June 8th (1859) is among the postmarks added to the list. This cover (Figure B) was apparently put in the Coraville Post Office, which provided some service in 1859 (*Chronicle* 73:13), and postmarked in manuscript (the writing of the postmark is different from the address). It was then placed by the Post Office on the first eastbound trip of the Leavenworth

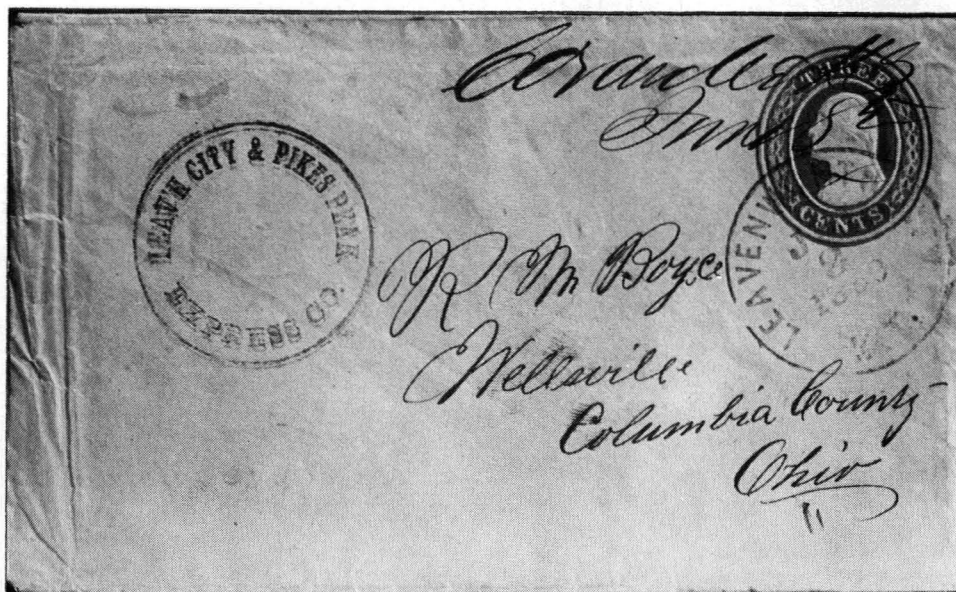


Figure B

and Pikes Peak Express Co., the first westbound trip having arrived in Denver the previous day.¹ This was the only regular route available at this time and government mail contracts did not become effective until August 10, 1860.² The cover was placed in the Leavenworth City Post Office upon arrival. There were few instances where the U.S. Post Office relied on an express company to carry the mail.

¹ Frank A. Root and Wm. E. Connelley, *The Overland Stage to California*, p. 179.

² *Ibid.*; also *Chronicle* 73:13.

TOO LATE

Mr. Steven M. Roth, R.A. 1169, is compiling information on all known covers used during our period which bear the marking "TOO LATE." It is hoped that this study will lead to an article on the subject for the *Chronicle*. If you have a cover with this marking, Mr. Roth would appreciate your reporting it to him with, if possible, a photo or Xerox copy for the record. His address is 700 Tower Bldg., 1401 K Street, N.W., Washington, D.C. 20005.

NEWLY REPORTED MARKINGS ASSOCIATED WITH U. S. MAILES

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
1	A-1	Kentucky LODGE P. O.,/Fulton Co.,/Ky. sl-25x3; 17x2½; 7½x2½. This townmark is pre-printed on the envelope.	S2	A. T. Atkins
2	A-2	New York CANADICE/D/N.Y. K1-32	S5	R. R. Hegland
3	A-2	New York MALDEN/mss D/N.Y. K1-28	S3	T. J. Alexander
1	A-3	Kentucky LODGE P. O.,/Fulton Co.,/KY. (See above)	S2	A. T. Atkins

NEWLY REPORTED MARKINGS ASSOCIATED WITH U. S. MAILS



Not illustrated	A-4	1859 TREMONT/D yr/PA. ("1859" is 2mm. high)	S5	S. M. Roth
Not illustrated	A-4	1861 CENTRE SANDWICH/yr D/ N.H. C-29 ("1861" is 1-1½mm high)	S5	S. M. Roth
4	A-13	Illinois Dudley L3-18x19	S5	R. R. Hegland
5	A-13	Iowa Fairport L11-20 (approx.)	S5	D. T. Beals III
6	A-13	Iowa Maquoketa L14-19	S2	D. T. Beals III
7	A-13	Kentucky Shelbyville L24-12½x15 (heart)	3 1c 1857, Ty. V	D. T. Beals III
8	A-13	Massachusetts Clappville L11-21½	S5	D. T. Beals III
9	A-13	Mississippi Canton L18-28x26	S2	D. T. Beals III
10	A-13	New York Taylor L24-10	S5	D. T. Beals III
11	A-13	Vermont Bellows Falls L3-18x16	S5	R. R. Hegland

12	A-27 (a)	ADV/1 c-21 Mobile, Alabama	S1	D. T. Beals III
13	A-27 (a)	ADV. 1 CENT s1-35x4 Worcester, Mass.	S2	D. T. Beals III
14	A-27 (a)	Advertised/NOV 13, 1852: 1/ct. s1-38x10 (exclusive of frame lines). Struck in blue. Troy, New York.	S2	D. T. Beals III
15	A-27 (a)	Forwarded (with pointing hands) s1-49½x5 Chelsea, Mass. Used in conjunction with a separate handstamp MIS- SENT, see below. Struck in orange.	S5	D. T. Beals III
16	A-27 (b)	MISSENT s1-33½x5½ Chel- sea, Mass. Struck in orange.	S5	D. T. Beals III
17	A-27 (c)	REGISTERED s1-38½x5 Newbern, N.C. Struck in blue	S2	D. T. Beals III

SHEET MARGINS—5c '56 & 12c '51

FRANK S. LEVI, JR., R.A. 707

Unlike the one cent and three cent stamps of 1851, a twelve cent with a large sheet margin is quite scarce. A thorough research of my records of this stamp turn up the following largest selvages. Top 17½mm, bottom 15½mm, left 21mm and right 15½mm. Can anyone report anything larger?

The five cent of 1856 (Scott #12) seems to have been printed on a very different sized paper. Either the selvage was so huge that it was always trimmed off or it was so small (on three sides) that there was no need to trim it down. The largest I can come up with, on the five cent, is as follows: Top 2.85mm, bottom 14.50mm, left 4.25mm and right 4.93mm. If anyone can report any larger copies I would appreciate hearing from them.

THE NEINKEN TEN CENT BOOK—CORRECTIONS

From time to time opportunities arise to confirm or correct doubtful positions in plate reconstructions. Plate reconstruction is simplified if large pieces are available, but oftentime at a certain point in the reconstruction, single stamps only remain, and if a reconstruction has been substantially completed, it is difficult to place these singles in their correct position in the open locations in the reconstruction.

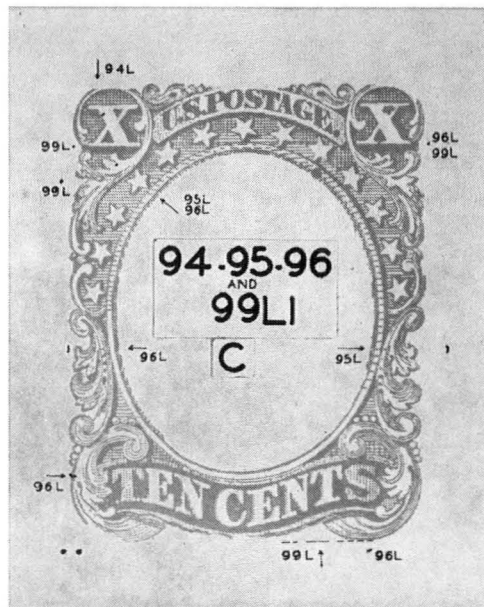
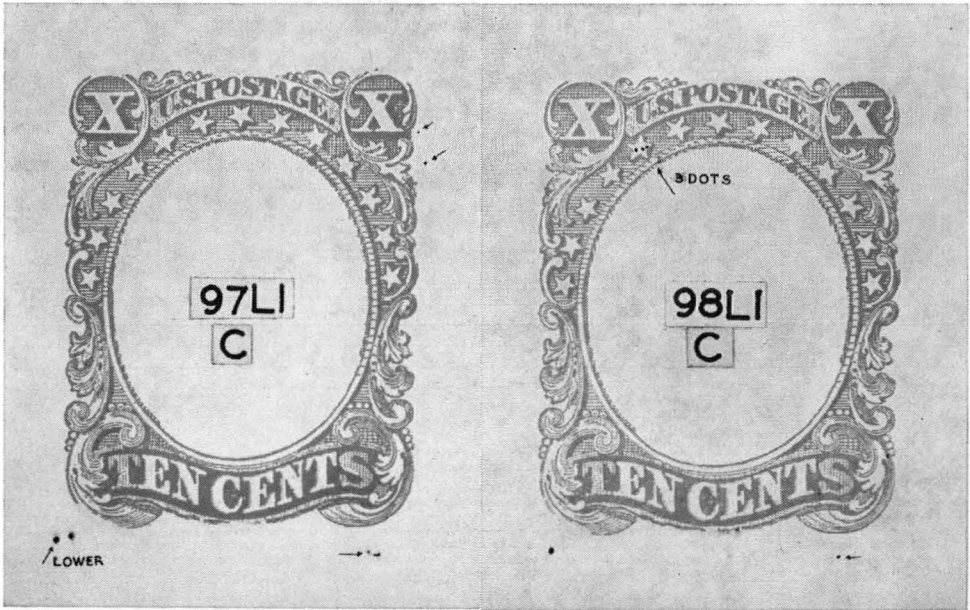
Recently a strip of four, from the bottom row of the Ten Cent Plate I was sent to the Philatelic Foundation for expert opinion (See Figure A). The Foundation was kind enough to make a photographic print available for use in *The Chronicle*. This strip, of course, plates 97-98-99-100L1, and proves that incorrect position numbers were assigned to 97, 98 and 99L, illustrated on pages 62 and 63 of the Neinken book, *The United States Ten Cent Stamps of 1855-1859*.

Corrected plate positions are illustrated herewith. Their size is exactly the same as that of the illustrations in the book and they can be cut out, if so desired, and pasted over the two incorrect drawings at the bottom of page 62 and the top left drawing on page 63.

Note the horizontal line under the left shell of 99L. A similar line appears on 100L1. This line goes through the left guide dots of 100L, and stops under the left side of the "E" of "Ten". It is very possible that originally it extended under the entire design to the right guide dots of this position. It disappeared as the plate was used.



Figure A



U. S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Act of August 12, 1970: Section 3685, Title 39, United States Code)		SEE INSTRUCTIONS ON PAGE 2 (REVERSE)
1. TITLE OF PUBLICATION THE CHRONICLE OF THE U. S. CLASSIC POSTAL ISSUES		2. DATE OF FILING Sept. 27, 1972
3. FREQUENCY OF ISSUE Quarterly		
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, city, county, state, ZIP code) (Not printers) Fulton, Callaway County, Missouri 65251		
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) Robert R. Hegland, Secy., P. O. Box 2424, Arlington, Va. 22202		
6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR		
PUBLISHER (Name and address) The U. S. Philatelic Classics Society, Inc., 6 Laconia Rd., Worcester, Mass. 01609		
EDITOR (Name and address) Susan M. McDonald, 2030 Glenmont Dr. NW, Canton, Ohio 44708		
MANAGER EDITOR (Name and address) Susan M. McDonald, 2030 Glenmont Dr. NW, Canton, Ohio 44708		
7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)		
NAME		ADDRESS
The U. S. Philatelic Classics Society, Inc.		Melvin W. Schuh, Pres., 6 Laconia Rd., Worcester, Mass. 01609
8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state)		
NAME		ADDRESS
None		
9. FOR OPTIONAL COMPLETION BY PUBLISHERS MAILING AT THE REGULAR RATES (Section 132.121, Postal Service Manual)		
39 U. S. C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates." In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the reduced postage rates presently authorized by 39 U. S. C. 3626.		
(Signature and title of editor, publisher, business manager, or owner) <i>Susan M. McDonald</i> editor		
10. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 132.122, Postal Manual) (Check one)		
The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes		<input checked="" type="checkbox"/> Have not changed during preceding 12 months <input type="checkbox"/> Have changed during preceding 12 months (If changed, publisher must submit explanation of change with this statement.)
11. EXTENT AND NATURE OF CIRCULATION	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NUMBER OF COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
A. TOTAL NO. COPIES PRINTED (Net Press Run)	1,000	1,000
B. PAID CIRCULATION		
1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES		
2. MAIL SUBSCRIPTIONS	833	876
C. TOTAL PAID CIRCULATION	833	876
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS		
1. SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES	12	13
2. COPIES DISTRIBUTED TO NEWS AGENTS, BUT NOT SOLD		
E. TOTAL DISTRIBUTION (Sum of C and D)	845	889
F. OFFICE USE, LEFT-OVER, UNACCOUNTED, SPOILED AFTER PRINTING	155	111
G. TOTAL (Sum of E & F—should equal net press run shown in A)	1,000	1,000
(Signature of editor, publisher, business manager, or owner) <i>Susan M. McDonald</i>		
I certify that the statements made by me above are correct and complete.		

PS Form 3526 July 1971

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL COMMENT: 3c 1861 stamp, grilled all over.

The Period Editor was quite pleased to note the following article. Finds such as this, and of the second day of use of the 10c 1847 stamps, indicate that there are still fine and unusual items lurking in the woodwork, and just waiting for an alert collector to turn them up.

Mrs. Stultz notes that the Scott catalog lists No. 79 as having a first use on Aug. 13, 1867. Brookman lists Aug. 14 as his earliest recorded use, and illustrates such a usage on a cover (page 125, Vol. II, Lester G. Brookman, *Postage Stamps of the 19th Century*, H. L. Lindquist Publications, New York, 1966). Can anyone identify the source of the Scott Aug. 13 listing?

FIVE COVERS IN A LITTLE BOX

JOSEPHINE P. STULTZ

All stamp collectors have the ever present dream that some day they will make an unbelievable discovery. To a lucky few, this has occurred but most of us have never experienced the fabulous excitement that accompanies such a miracle and after years of search question its probability.

My dream has finally been realized and when it was I couldn't believe it—I simply went into a state of shock.

Many years ago my late husband and I bought a collection of stamps and covers from a nearby convent. Since then, several times a year I have gone back and always taken whatever the Sisters had accumulated—mostly modern stamps and covers and that was that. Several weeks ago, I went again—the usual modern stamps and covers, some postcards and to the side, a little flat box. In it were five covers dated much earlier than before—two '51's, one '57 and a Black Jack all on badly torn covers. And then it happened—the bottom cover was amber with a '67 grill (See Figure 1). The stamp was dirty, the cover was dirty but the grill stood out like a beacon—the points were up and the grill was large! No, I thought, it couldn't be!

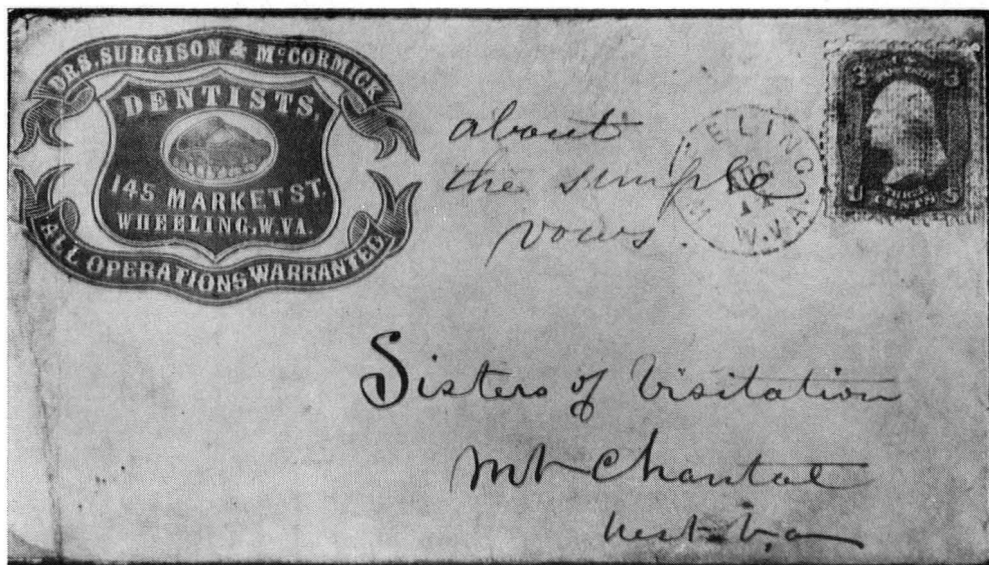


Figure 1. 1867 3c grilled all over, used August 14, 1867, from Wheeling, W. Va.



Figure 2. Close-up of the stamp on the cover in Figure 1.

When I arrived home, I just sat and looked—too nervous to even clean the stamp or cover. That is when I saw the date—August 14th. That was awfully early if an 1867 use! I checked everything at hand—Brookman listed the earliest day of use August 14th, Scott a first day August 13, 1867. After another hour to recover, I cleaned the stamp—it of course was grilled ALL OVER and a beautiful deep rose (see Figure 2).

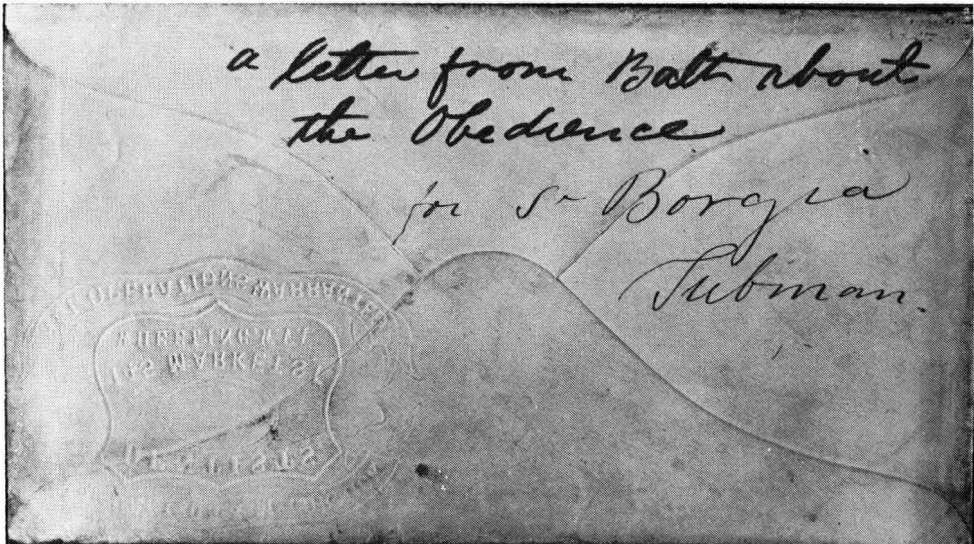


Figure 3. Reverse of the cover in Figure 1, showing endorsement regarding Sr. Borgia Tubman.

But my cover had no enclosure or year date to prove when it was mailed. Someone could have found my stamp and used it a year later, improbable but possible. However, although my cover was addressed to the convent, on the reverse was a notation "For Sister Borgia Tubman" (see Figure 3). I called the convent and asked them to check their records for the year 1867. What could they find out about Sister Borgia Tubman? The answer—"Oh, she was one of the original Sisters who came here from Baltimore in 1848 but she left Wheeling

many, many years ago." "When did she leave? What year? What date? Please call me back."

While waiting, I wondered if I would survive until my answers came. At last my call! "Sister Borgia Tubman left Wheeling Sept. 4th, 1867 to become Mother Superior of a new convent at Abingden, Va."

So there it was! A beautiful cover, a lovely stamp postmarked with the earliest known day of its use. And to top it all, an embossed corner card of two dentists picturing false teeth.

Impossible but it happened. I am still in deep shock.

Postscript. It is very odd that the earliest known date listed is postmarked from Wisconsin. What about the east? Any information will be much appreciated. How about a checklist of early dates? A fascinating project for some Classics member.

NEW YORK FOREIGN MAIL MARKING ON 90c 1861 BLOCK

Figure A illustrates a nice block of the 90c 1861 stamp, this photo being submitted by Mr. William Herzog, who comments the stamps are the deep blue shade. He also notes the killer is a New York Foreign Mail type S-19, as verified by Mr. Morrison Waud, who (with Arthur Van Vlissingen) is co-author of the standard reference work on these killers. In this reference, *New York Foreign Mail Cancellations* (Collectors Club of Chicago, 1968), marking S-19, which was Milliken's type 96NN, is listed as having an earliest date of 12/09/76, and a latest known use of 12/14/76, and is listed as being a scarce marking.



Figure A. Courtesy of William K. Herzog

These dates pose an interesting question. Is this use an extremely early use of the killer, or, as we suspect, a very late use of the block of 90c 1861 stamps? Actually, late uses of high value stamps are far more common, relatively, than a similar late usage of domestic rate stamps, such as 3c or 1c issues. After all, even commercial firms of 1876 would not often need 90c stamps, particularly not for U. P. U. mails, which were in existence at the end of 1876. Most high rates could be made up with stamps of lesser value, such as the 24c or 30c, and rates of \$3.60 on international mails probably were then quite unusual. However, 90c would buy a pretty good dinner in the 1870's, and it is not surprising that such high value stamps, perhaps forgotten in a file for a few years, would be promptly used, if possible, when they turned up.

CHINA AND JAPAN STEAM SERVICE—III SHANGHAI TO MONTREAL

In *Chronicle* No. 75, page 139, there was a sub-title as above, along with an illustration, Fig. 7, depicting a cover that was sent between those designations in 1869.

Mrs. Susan M. McDonald, whose article "Canada—U.S. Agreement of 1875 Ended Complex Systems of Exchange" (*Postal History Journal* No. 9, December, 1962) is the authoritative work on that subject, promptly reminded us that the rate from U. S. to Canada, for prepaid letters, only, was reduced to 6c per single letter on April 1, 1868. This was nearly a year prior to the mailing of the cover illustrated as Fig. 7 on page 139 of *Chronicle* No. 75, which was posted at the U. S. Consulate at Shanghai on 21 Jan., 1869, and which bears two 10c 1861 stamps. Consequently, the 20c postage represents a 4c overpayment of the correct rate, and it is apparent that the senders of both this cover, and of another two months later, were not yet informed of the rate change. The rate should have been 10c Trans Pacific mail plus 6c U. S.-Canadian mail. News—even good news—apparently travelled rather slowly in those days. Also, there is some question as to just how many of the bulletins issued by the Post Office Department reached the consuls in China and Japan who also doubled as postmasters. Much of the information such as rate changes, etc., was also announced through the monthly semi-official newspaper, *U. S. Mail & Post Office Assitant*, which was apparently on a subscription basis, and might not have been seen by the consular agents.

Evidence exists that the information of the reduction of the U. S.-Canadian postage to 6 cents did eventually reach the post offices in Japan. In Elliott Perry's *Pat Paragaphs*, No. 52, page 1751, there is illustrated a cover which bears (or bore—one 2c stamp is evidently missing) 16c in postage, from Hiogo, Japan to Quebec. The rate was paid entirely with stamps of the 1869 issue, and San Francisco and Canadian backstamps indicate passage in October, 1870.

Several readers have reminded the Period Editor that on page 64 of Mrs. Maryette Lane's book on the Allen collection of Blackjacks, there is shown a cover from Yokohama bearing a strip of five Black Jacks, with the China and Japan Steam Service marking. The editor was aware of this cover, but, unfortunately, the date is not clear in the San Francisco marking in the cut, or the photograph from which the cut was made, or even in the color slide of the cover in Mrs. Lane's records. In this respect, Mrs. Lane reports, "The San Francisco postmark, which appears to have been applied on top of the cancellation, is not clear. . . . All I am positive of is that the middle letter of the month is 'E.' It looks like SEP, but I suppose it could just as well be FEB or DEC. Between the 'E' and the following letter, and below them, is what appears to be a '5' and I would assume from its position that there is a '1' or a '2' in front of it. . . . The cancellations and the postmark are in black, and the China and Japan marking is in what I have called magenta. However, the letter paper is blue, as I recall it after a lapse of six years, so a red ink might look differently on it than on a white paper; just as blue markings on orange envelopes resemble, and often are sold for, green ones."

If the last digit of the day date is actually a "5" as it appears, then there is no arrival date yet recorded for these covers which fits exactly, as may be noted by checking both lists of covers in *Chronicles* Nos. 73 and 75. However, a magenta or darker postmark would favor a later rather than an earlier date during the period of use of the China and Japan Steam Service marking.

Just as this was ready to place in the mail, we received a most interesting slide of a piece of a cover from Mr. William Herzog. This item bears a four margin copy of the 90c 1867 grilled stamp, Scott's No. 101, and is tied with a black single line San Francisco c.d.s. of April 26. The stamp also has a black killer which appears similar to a portion of the killer illustrated as *Ryo* Type III on page 137 of *Chronicle* No. 75. The stamp is on what might be a piece of

brownish package wrapping paper or large envelope, with silk or other fibers, and with the legend in red manuscript, "Overland Mail." There is also a clear strike in dark red of the China and Japan Steam Service marking. Mr. Herzog identifies the usage as from the Apr. 24, 1869 arrival of the S. S. *Japan*. He comments this stamp is the same item listed (incorrectly,—Period Editor's goof) on page 142 of *Chronicle* No. 75 as an example of Scott's No. 72 from lot No. 538 in the Waterhouse sale. For those who deplore the fact this is not a full cover, we should point out that 90c would have been a nine times rate, which would prepay from four to four and one half ounces, under the then existing rates. We imagine the piece of mail was a small package or packet of papers rather than just a simple envelope. In any case, it is certainly an extremely interesting item.

SUSPENSION OF POSTAL SERVICE IN THE SOUTHERN STATES

In *Chronicle* No. 70, page 96, we illustrated the order signed by Montgomery Blair which officially suspended the Federal mail system in the seceded states. Specifically mentioned were the services in the states of Virginia, North and South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, and Texas. It will be noted this order, which was dated May 27, 1861, did not include the state of Tennessee. In addition, the order required that letters for offices suspended were to be forwarded to the Dead Letter Office, except that letters for Western Virginia (not really defined) were to be sent to Wheeling.

Both of these latter points need some explanation. Tennessee was not included in the order of May 27, because that state did not secede until June 8, 1861. In *Pat Paragraphs*, Section 12, page 275, Mr. Elliott Perry published the following notice of an official order:

DISCONTINUANCE OF POSTAL SERVICE

The Post Office Department has issued the following order:

APPOINTMENT OFFICE, JULY 10, 1861.

By order of the Postmaster General the entire postal service, embracing post offices, post routes, and route agencies, in Middle and West Tennessee is discontinued from and after this date. No mails will hereafter be made up for any office in these districts until such service shall be restored and notice given. Nor will prepaid postage thence be recognized.

John A. Kasson
First Assistant Postmaster General

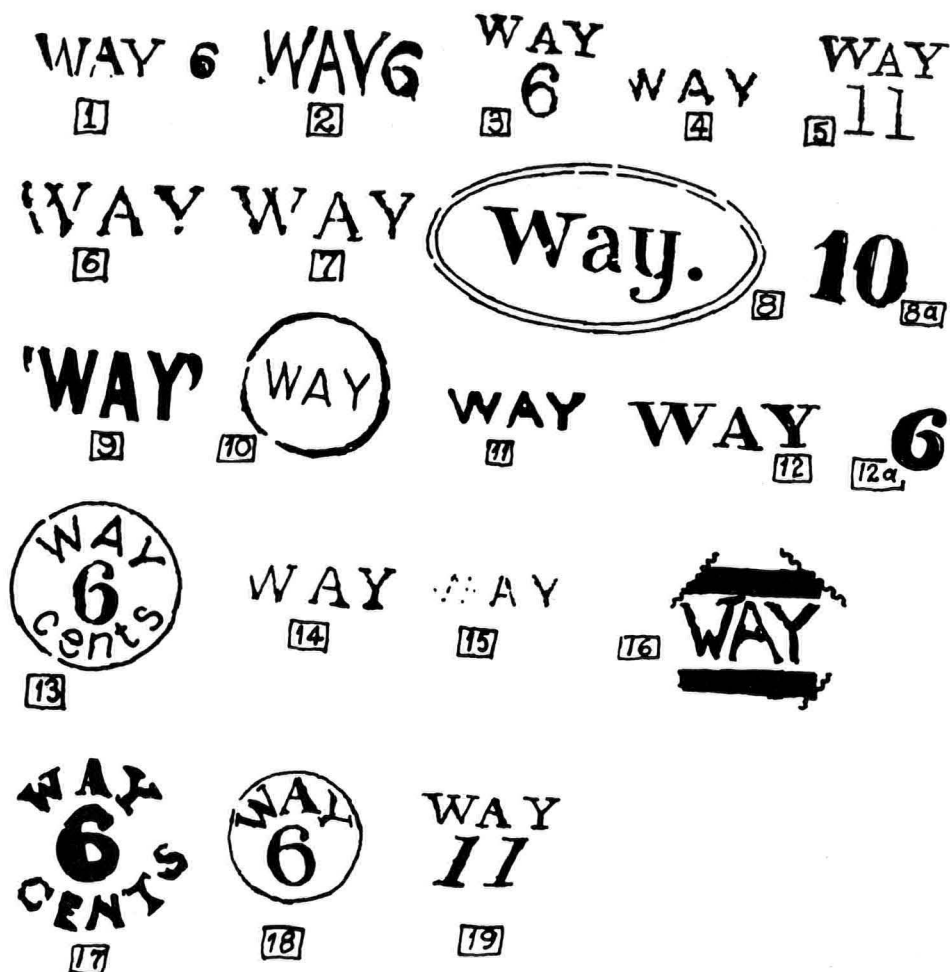
The eastern portion of Tennessee was a strong pro-union area, and, according to Dietz, the Federal postal system operated in that area until interrupted by the Confederates' closing the lines of mail transmission northward in July, 1861. Presumably, a second notice was eventually issued to cover suspension of post offices in that area, although this writer has seen no record of it.

Western Virginia was another matter. Again, according to Dietz, 39 counties in the western part of Virginia passed an ordinance, seceding from the state of Virginia, and eventually formed the area which was admitted to the Union as the state of West Virginia in June of 1863.

It is obvious that the Post Office Department, under Montgomery Blair, did everything possible to provide continued mail service to and from the North in those areas. This, of course, was a political project, and who knows just how much effect this had on the defection of the Western Virginia counties from Virginia? Neither can we form a judgment whether there would be states of Eastern and Western Tennessee today, if the Post Office Department under Blair could have maintained continued communication with eastern Tennessee.

It should not be thought that opinion was anything like being predominately Federal throughout these two areas, even though some history books today imply they were totally Federal. In West Virginia, and in areas far closer to the Ohio River than might be thought, covers were sent south by Confederate postmasters until fairly late in the war, although such covers are rare. In fact, in many counties, guerrilla action often closed or interrupted mail services of both sides for protracted periods. Covers of either side from these areas are of considerable interest.

PLATE XIV



WAY MARKINGS

RICHARD B. GRAHAM

The plate of markings included in this issue of the *Chronicle* completes our listings of these markings from the records of the late Henry A. Meyer. The first section of WAY markings appeared in *Chronicle* No. 74.

We believe the WAY section of Mr. Meyer's records is probably more incomplete than any other, and the reason for this may be that he intended to list only those way markings associated with steamboat or inland waterways routes. Inasmuch as the marking WAY could be applied to covers handed to any contract carrier who, although carrying mails, did not have a key to the mail bags, then WAY markings could exist for routes covered by post riders, stage coaches, railroads, or any other type of route. Most of those, other than routes by steamboat, probably had very few way letters, and hence the receiving post office had no need for a handstamp with which to inscribe the legend WAY and a rate. There are a great many isolated manuscript WAY letters, and for this reason we have made no attempt to list such manuscript WAY markings.

Although Mr. Meyer states in the chapter of his unfinished book on this subject that he did not intend to list other than waterways WAY markings, No.

XIV-2 seems to be an exception, nor can we explain this. Does anyone have any information on this marking?

Mr. Harry T. Yeager sent us a Xerox of what must be one of the earliest WAY usages in our history, for the cover is a manuscript WAY usage of the Colonial period, probably not connected with waterways, but still worth writing up when we get this put together.

We also wish to thank Mr. Arthur H. Bond for sending along No. XIV-12, which, we suspect, is more likely a railroad WAY than a steamboat, since this town, although well out on Cape Cod, seems to be on a railroad but not a coastal port town.

Further reports of WAY markings would be appreciated.

"WAY" MARKINGS—PLATE XIV

<i>Item</i>	<i>Description</i>	<i>Date or Period</i>
XIV-1	Norfolk, Va. WAY 6, 24 x 5 mm, red; black. Word and numeral are integral.	1848-52
XIV-2	Norwich & Worcester R. R. WAY 6, 21 x 8 mm, orange.	1849
XIV-3	Richmond, Va. WAY/6, 16 x 13 mm, blue. Word and numeral are integral.	1845-51
XIV-4	Richmond, Va. WAY, 17 x 4½ mm, black. On Confed. cover.	Feb. 1863
XIV-5	Richmond, Va. WAY/11, 16½ x 12½ mm, red.	1851
XIV-6	San Francisco WAY, 23 x 7 mm, black.	1861
XIV-7	San Francisco WAY, 24 x 6 mm, black. On 3c green.	Banknote
XIV-8	San Francisco WAY in double lined oval, 43 x 21½. Black. With "10" separate, (XIV-8a.)	1854-7
XIV-9	San Francisco 'WAY', 24 x 9, black.	1868
XIV-10	San Francisco WAY in circle, 18 mm (?), H. A. M. comments "similar to Baltimore marking," black.	1881-1903
XIV-11	San Francisco WAY, 18 x 4 mm, black.	1888
XIV-12	South Harwich, Mass, WAY and "6", orange red, submitted by Arthur H. Bond, rate marking is separate.	1845-55
XIV-13	Vicksburgh, Miss., WAY/6/cents in 21 mm circle, blue shades.	1852
XIV-14	Washington, D. C., WAY, 17 x 4½ mm, red, black. Not necessarily correctly sized. May be a Georgetown marking.	Nesbitt & 1851
XIV-15	Wilmington, N. C., WAY, 17 x 4 mm, black. On Confederate 10c stamp.	1863-4
XIV-16	Not identified. On 3c 1861 stamp, black. Submitted to H. A. M. by Roger Cotting.	1861
XIV-17	Not identified. From Ashbrook, Vol. 2, page 211. Blue.	1847
XIV-18	Not identified. From Ashbrook, Vol. 2, page 211.	1851 era
XIV-19	Not identified. WAY/11, red. From Ashbrook, Vol. 2, page 211.	

MISSOURI MARKINGS

Plates Mo-1 through 2 show Missouri markings of the Civil War, as submitted by T. J. Alexander and David Beals. This is less than half of the markings submitted; the rest will appear in a later issue of the *Chronicle*.

Missouri was a border state, and had a postal history rather similar to that of Kentucky. Early in the war, the southern part of the state was held by the Confederacy, and a pitched battle was fought at Wilson's Creek, near Springfield, which resulted in the death of General Lyon, the Federal commander, and the retreat of his army to Rolla, Missouri. The Confederates under Sterling Price then took possession of Springfield, Mo. and also marched north to capture Lexington, Mo., on the Missouri River in the western portion of the state. This was really the high point of the Confederacy in Missouri, and there does exist a possibility that the Springfield post office could have operated a short time in the Fall of 1861 or in the winter of 1861-2 as a Confederate post office. In October, 1861, the march of 30,000 Federal troops under Fremont, from St. Louis to Springfield, forced Price's withdrawal southward. However, Fremont was replaced by General Hunter, who promptly retreated to Rolla, and the Confederates again occupied Springfield and remained there until forced out in early February of 1862. The battle of Pea Ridge, Arkansas, located in the northwest corner of the state of Arkansas, and just south of the Missouri

State line, resulted in March, 1862, in a Confederate defeat, and was decisive. The only important ensuing Confederate activity in Arkansas during the war was Sterling Price's raid north into Missouri in the fall of 1864. That raid, which threatened and reached the outskirts of St. Louis, went as far west as Lexington, before being driven off after the battle of Westport.

From the standpoint of the Federal mails, it is obvious that much disruption occurred. The major centers for soldiers' mails were the camps where troops were mustered in and trained, or which were military posts for extended periods. St. Louis, Springfield, Rolla, Cape Girardeau . . . and to a lesser extent, Cassville, Jefferson City had major troop concentrations. Jefferson Barracks was a military post, of course, and covers from there are sometimes seen.

Springfield, late in the War, was the point from which the army mails from Fort Smith were received, being the next point on the delicate mail route from that point north and east.

Guerrilla action was also a constant disruptive force of the mail system, post offices often being raided and their contents ransacked. This is not necessarily reflected by many existing covers; in fact, we suspect that a majority of the existing Civil War Missouri covers from towns south of the Missouri River were mailed by soldiers, and were handled by the army mails. In such areas the army usually operated the mail system, with the help of civilian postmasters and special agents of the post office department. This was necessary, because many of the contractors were unable to carry out their contracts in areas where either military or guerrilla activity was frequent. Such covers will bear normal town postmarks, but will usually have some evidence, if only an address to another state, of having originated with a soldier or with a civilian in a town then controlled by the Federal military.

Some of the numbers of the markings bear an "A" or "B" suffix. These can have either of two designated meanings—that they accompanied the marking with the main number, or that they were added later. In the latter case, the information shown for the marking will not be complete.

Reports of other markings in the listed sequence may be sent to either Messrs. Beals and Alexander or the Period Editor.

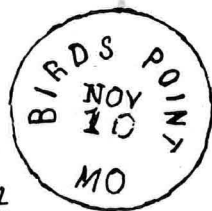
MISSOURI CIVIL WAR COVERS PLATE Mo.—1

<i>Item No.</i>	<i>Description</i>	<i>Used with Scott No.</i>
1	ALLEN MO/August 9 1862, MS. On Union patriotic addressed to Tiviott, Mo.	—
2	ALLENDALE/MO/Oct 6. MS. On Union patriotic cover, addressed to Illinois.	65
3	ASHLAND Mo./Dec. 19, MS. On cover addressed to Rock Island, Ill. Bears censor's "Examined" handstamp.	65
4	BIRDS POINT/MO. C-26½. Three Union patriotic covers recorded, addressed to Michigan, Ill., and Iowa. One contains patriotic letter sheet headed "Camp Lyon," another has letter datelined "Camp Fort Holt, Kentucky."	65
5	BLANKET GROVE MO/July 14th. MS. On Union patriotic with "Official Business, Lina Round, P. M." Addressed to 3rd Ass't Postmaster General, Washington, D. C.	—
6	BOONVILLE/MO. (Partial). C-33. On Union patriotic cover addressed to Iowa.	64B
7	BROOKFIELD/MO. C-25½. On cover addressed to Maryland.	26 (pair)
8	CALIFORNIA/MO. C-26. On two covers, as follows a) Attorney's corner card. Addressed to Fort Walla Walla, Washington Territory, with MS "Via New York." Has S. L. receiving mark "WALLA WALLA W. T. DEC. 1" and MS "Fwd 3." Forwarded to Eola, Oregon. b) On cover addressed to Military Prisoner, Rock Island, Ill., Barracks No. 87. With censor's handstamp, "R. I. BARRACKS/EXAMINED/ PRISONERS LETTER."	68 65
9	CANTON/MO. D. C., 26-15. On cover addressed to Kentucky.	65
10	CAPE GIRARDEAU/MO. (Partial) C-31. On Union patriotic cover, due Soldier's letter (11th Owa Reg't), addressed to Illinois. Has MS "Due 3."	—

PLATE MO-1

1 Paid 3^{es}
 Allen Mo
 August 9/1862

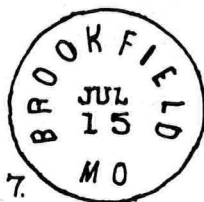
2 Allendale
 Mo Oct 6



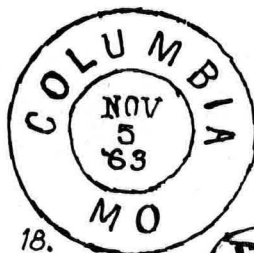
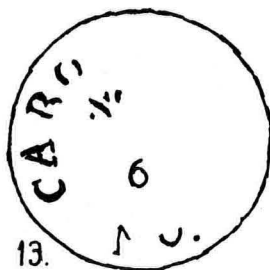
3 Ashland Mo
 Dec 19



5 Blanket grove Mo.
 July 14th



7 Harbor Mo
 June 17



19 Commerce Mo
 July 25

Due 6

11	CAPE GIRARDEAU/MO. D. C., 27-14. Seven recorded covers, including three Union patriotics, and one imprinted "United States Military Telegraph." All appear to be soldier's letters.	—
12	CARBON MO/June 17. MS. On cover with MS across top "Camp Mohane, 3 miles from Macon City." Addressed to New York.	26
13	CARONDOLET/MO. (Partial) C-33½. On Union patriotic to Ohio.	65
14	CHARLESTON/MO. C-25. On Confederate patriotic (seven star flag on staff). Addressed to Mass.	26
15	CLARKSVILLE/MO. C-34. On cover to Connecticut.	65
16	CLINTON/MO. C-26. On Union patriotic to Iowa.	65
17	COLUMBIA/MO. C-34. On illustrated envelope showing Columbia College across top. Addressed to Connecticut.	26
18	COLUMBIA/MO. DC 30-16. On cover addressed to Williamsby, Mo. Has handstamped "Due 6."	—
19	COMMERCE MO/Feby 25. MS. Two covers recorded; both Union patriotics, one to Pennsylvania; the other to Illinois.	65

PLATE No.—2

<i>Item No.</i>	<i>Description</i>	<i>Used with Scott No.</i>
18A	COLONA/MO.	
20	CRITTENDEN/MO. C-25. On cover addressed to Capt. W. B. Rogers, 44th Regt., Mo. Vol. Inf., 1st Brigade, 3rd Div., Det A. T., K. A. C., Montgomery, Alabama. (June 1865 usage).	65
21	DENT STATION MO/ Jan. 6th, MS. On Union patriotic to Illinois.	65
22	EDINA/MO. C-27. On cover to Indiana.	Nesbitt
23	ELKTON MO May 7/61. MS. Addressed to Texas. Letter says, "We are here, 3 to 1 for the South and perhaps not 1 in 50 would fight the South."	Star Die
24	FULTON/MO. C-34½. Two covers recorded; both Union patriotics, both addressed to Iowa. Two different obliterations shown.	65
25	HAINESVILLE MO FREE/July 8th. MS. On Union patriotic addressed to 3rd Ass't Postmaster General, Washington, D. C.	—
26	HANNIBAL/MO. C-33. Two covers recorded; one is a patriotic. One addressed to New York, one to New Hampshire.	26; 65
27	HANNIBAL Mo (?). (Partial). DC, 27-?. On Union patriotic, with imprint, "Surveyor's Office, Port of Hannibal." Addr. to Ill.	65
28	HERMAN/MO. C-26½. On Union patriotic addressed to Illinois	65
29	INDEPENDENCE/MO. DC, 26-16. (Name misspelled). On Union patriotic addressed to New York.	64
29A	INDEPENDENCE/MO. Rimless circle.	
30	INDEPENDENCE/MO. DC 26-16 (same as 29, except with YD). To Illinois.	63 (3)
31	IRON MOUNTAIN/MO. C-28. On Union patriotic to Wisconsin.	65
32	IRONDALE/MO. C-26. On Union patriotic to Illinois.	65
33	IRONTON/MO. C, Double OR, 35½-34. Two covers recorded, both Union patriotics, both addressed to Illinois.	65
34	IRONTON/MO. C-26. (Partial). On Union patriotic to Illinois.	65
35	JEFFERSON BARRACKS/MO. C-31. (Partial). On cover to Indiana.	65
36	JEFFERSON BARRACKS/MO. C-29½. Four recorded covers, one a Union patriotic. Addressed to Maine, Indiana, Wisconsin and Pennsylvania.	65

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PLATE MO-2



18A.



20.

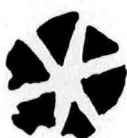


22.

Leant station mo Elkton mo May 7
 [21] *Sam C* [23] *16/*



24.



24A.



27.

Hannibal mo Free
July 8th [25]



26.



28.



29.



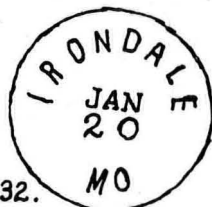
[29A]



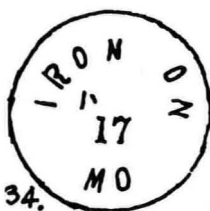
30.



31.



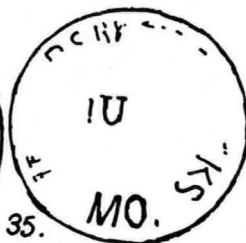
32.



34.



33.



35.



36.

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

Towle-Meyer Catalog

Addenda and Errata:

Through the assistance of Messrs. Fingerhood, Jarosak, Kesterson and Orton we are able to offer the following:

ERRATA

122-S-1: W. R. R. Clinton N. Y. should be deleted from catalog as additional information makes it apparent it is not a railroad marking.

ADDENDA

- 226-B-1: No year date in center slug—1881 year of use.
357-F-1: New year of use—1870.
440-C-1: New year of use—1879.
620-J-1: New year of use—1883.
629-A-1: New color—blue.
695-B-1: New color—black.

PLATE XXX

New Hampshire

24-P-1: 27½ black, WYD 1886. 1. (St. Albans & Boston Day).

Pennsylvania

205-C-2: 25½ black, 1885. 3. (Philadelphia & Port Deposit).

Catalog Route 218: Irvine-Oil City, Pa. BUFFALO, PITTSBURGH & WESTERN R. R.

Route Agents: Irvine-Oil City, Pa. 1882-1885, 1 clerk. (50 miles).

Markings: 218-A-1: 26 black, 1880. 8.

New Jersey

253-A-2: 27 black, 1882. N killer. Partial. 4. (Greenwood Lake and New York).

257-E-1: 25 black, Banknote. 12. (Glassboro & Cape May County).

Delaware

261-C-1: Manuscript (Pencil). Banknote. 10. (Queen Anne & Kent R. R.).

266-B-1: 27 black, 1885. 8. (Wilmington & Landenburgh).

Virginia

309-I-1: 25½ black, Banknote. 20. (Portsmouth & Plymouth). Possibly a rare combination of rail—steamboat through route agent via Seaboard & Roanoke R. R. Portsmouth to Franklin, Va. and thence steamboat to Plymouth, N. C.

South Carolina

341-S-2: (32½) x 28½ oval, blue, WYD 1883, Partial. 10. (Morven, N. C. Cheraw & Salisbury R. R.).

Texas

488-B-1: 27 black, WYD 1886. 3. (Fort Worth and Denver City R. R. route).

Tennessee

502-S-2a: 28-19½ x 22½-14 D. oval, blue, WYD 1874. Partial. 18. (Trinity, Ala. Memphis & Charleston R. R.).

Ohio

556-F-4: 26½ black, Banknote. 1. (Indianapolis and St. Louis).

560-M-1: 27 black, 1880. 2. (Crestline and Chicago).

579-S-1: 31½-19½ D. circle, blue, 1885, N. C. S. 8. (Wheeling & Lake Erie R. R.).

Michigan

620-S-3: 30½-20½ D. circle, blue, WYD 1876, Partial. 15. (Grand Rapids & Indiana R. R.—Monteith misspelled. A more complete strike than shown in *Chronicle* 67).

Catalog Route 642: Grosse Ile, Mich.-Fayette, Ohio—LAKE SHORE & MICHIGAN SOUTHERN R. R. (Chicago & Canada Southern R. R.).

Route Agents: 1881 Grosse Ile, Mich.-Fayette, O. 2 agents; 1882-1886. Trenton-Adrian, Mich. 1 clerk (50 miles).

Markings: 642-A-1: 26 black, 1882. 8. (Detroit and Fayette).

(Continued on page 228)

PLATE XXX



24-P-1



205-C-2

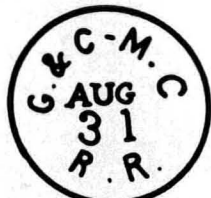


218-A-1



253-A-2

N



257-E-1

*4-18th
2nd RR*

261-C-1



266-B-1



309-I-1



341-S-2 488-B-1



502-S-2a



556-F-4



560-M-1



579-S-1



620-S-3



642-A-1



722-C-1



759-N-1



862-A-1



889-C-1



911-L-1

M



951-S-1

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

SOME NOTES ON BRITISH OPEN MAIL TO FRANCE

The cover illustrated as Figure 1 was reported by Mr. Benjamin Wishnietsky, RA 1307. It is the first cover showing the 4c open mail rate to France during the inter-treaty period (1 January 1870 to 1 August 1874) prepaid by Black Jack stamps seen by this editor, although our President, Mr. Melvin W. Schuh, tells me he has one. It is also remarkable because it passed through the Boston exchange office. By far, most covers bearing the 4c rate to France passed through the New York exchange office. One cover has been noted from the Philadelphia office, and none from the other offices, although covers from these offices should and may exist.



Figure 1. This cover is remarkable because the 4c open mail rate to France is prepaid by two Black Jack stamps, and because it passed through the Boston exchange office. The markings on this cover should be compared with those on the cover illustrated on page 54 of "Chronicle" No. 69.

The total rate of this cover is divided into two parts: (1) the United States postage under the U. S.-British conventions, and (2) the French postage under provisions of the Anglo-French Convention of 1856. The French rate was introduced on 1 January 1857, and remained in regular usage until superseded by the U. S.-French convention which became effective on 1 April 1857. During this three months period, United States postage by American packet was 21c (16c sea, and 5c inland), the open mail rate, via England, under the U. S.-British treaty of 15 December 1848, which remained effective until 1 January 1868. On 1 January 1870, the U. S.-French convention of 2 March 1857 was finally abrogated by the United States, and open mail to France on a regular basis was revived.

Under the Anglo-French convention of 1856, unpaid letters forwarded to France in ordinary mail, originating or conceived to originate in England, were charged with British transit postage at the rate of 40 centimes per 30 grams, bulk weight of such mail. This rate when divided by four, yielded a single letter rate of 10 centimes per 7½ grams, or 1 decime. To this rate was added 40 centimes, or 4 decimes, the French inland rate for unpaid letters. Thus, 5 decimes per 7½ grams were collected in France. A cover showing this rate by American packet during this three months period, its rate and markings, is illustrated on page 54 of *Chronicle* No. 69, with an article by its owner, Mr. Tracy W. Simp-

son, and also as Figure 39, page 67, of Hargest, George E., *The History of Letter Post Communication Between the United States and Europe, 1845-1875*. The characteristic markings on this cover applied at London are the GB/40c "currency" marking in black on the face, and a London marking on its reverse. Those applied in France are the double circle ANGL./d/AMB. CALAIS marking and the French "5." The United States markings consist of the New Orleans cds., and the New York exchange office NEW YORK/d/AM. PKT. marking. This is the only cover known to exist in the United States showing this rate which is prepaid 21c in postage stamps.

The French rate to the United States, via England, by this route, was the complement of the rate from the United States, except that all mail from France, via England, since 1 May 1851, entered the United States as closed mail through England, and letters do not bear British markings. Since mail from France, by this route, was prepaid through England, no "currency" markings were applied by France to these letters.



Figure 2. This cover was prepaid 50 centimes (5 decimes) in France during the three months period (1 January to 1 April 1857). It was conveyed by the American packet "Ericsson" to New York, where it was marked for a collection of the American packet rate of 21c. This is the only cover noted to date that shows a prepayment in France of 5 decimes, and a collection of 21c in the U.S., posted during the three months period.

Figure 2 illustrates a cover posted in Paris on 28 March 1857, addressed to Providence, R.I. It is prepaid 50 centimes (5 decimes) by imperforate "Empire" stamps. On the reverse is a double circle PARIS A CALAIS exchange office marking, and no British marking. A 21/N. YORK AM. PKT. due marking, dated 15 April, indicates that the American packet rate of 21c was to be collected in Providence. The U. S. M. steamer *Ericsson*, chartered to the Collins line, arrived in New York on 14 April 1857, probably late in the day. This is the only cover seen by this editor that shows a prepayment of 50 centimes (5 decimes) and a collection of 21c in the United States posted during the three months period, although others should and may exist.

The U. S.-British convention, effective 1 January 1868, and all subsequent conventions between the two countries, provided that each country make its own arrangements for the dispatch of mails to the other country. From 1 January 1868, the United States contracted with the steamship lines for the dispatch of mail to England and paid for its conveyance. The British contract with the Cunard line also expired on 1 January 1868, and a contract made later in the year provided only for a service from Liverpool to New York, via Queenstown. All service from the United States, via England, therefore, was by American

packet. The U. S.-British convention, effective 1 January 1870, provided an international rate of 6c per 15 grams in the United States, or 3 pence per half ounce in Great Britain. This rate was divided, 2c for inland postage in each country, and 2c sea postage, although sea postage was paid to the steamship lines at the rate of 6c per 30 grams, or per ounce. Compared with the three months period, United States sea and inland postage was reduced from 21c to 4c per single rate. Since all mail dispatched from the United States, via England, was dispatched in American packets, there was no longer a need for the exchange offices to mark letters as sent by British or American packets.

While the U. S.-British rate was reduced, the Anglo-French rate remained the same, the same provisions of the Anglo-French convention of 1856, again becoming operative on a regular basis, as had been in force during the three months period. Please compare the markings shown on the cover illustrated on page 54 of *Chronicle* No. 69, or Figure 39, page 67 of Hargest, *Letter Post Communication*, with the markings on Figure 1. The GB/40c "currency" marking, the ANGL./d/AMB. CALAIS marking, and the French "5" appear on both covers, and on the reverse of Figure 1 is a London marking dated 11 June 1870.

A number of covers prepaid 10c, evidently intended to be sent by the direct route, or by British mail to France, were sent at the 4c rate by open mail, 6c overpaid. The following, which appeared in the January 1872 issue of the *U.S. Mail and Post Office Assistant*, may explain why this occurred:

Postage of letters to France—A letter to France, prepaid 10c and not marked by any particular route is sent by the first mail for which 10c is sufficient postage.

CHANGES IN COLOR OF THE BOXED AACHEN MARKING

This article is the result of a three way correspondence between Mr. C. J. Starnes, RA 393, Mr. Walter Hubbard, RA 479, and the editor. About a year ago, Mr. Starnes sent the editor a clipping of an article whose pages were merely headed "The Philatelist" containing an article by Cyril Kidd, entitled, "Coeln-Verviers' 1852-1870/The Postal Markings of a Travelling Frontier Office." This article discussed the handling of the British mails to and through Germany on the trains between Coeln (Cologne) and Verviers. It did not appear to apply to mail from or to the United States, and it was filed and put aside. In March of this year, Mr. Walter Hubbard wrote the editor that on page 89 of his book, *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, Figure 51, marking P, there was a gap between the last listing of the red marking on 1 December 1863 and the first listing of the blue marking on 10 March 1865. He then said, "Some part of this gap was filled by the Magenta AACHENS; if you are listing them I have:

- 14 June—year date doubtful (indeterminate)
 - 26 July 1864
 - 4 September—year date doubtful (indeterminate)
 - 15 October—probably 1864
- My latest blue is 11 August 1867."

Since the editor had not seen any magenta markings he was anxious to pursue the matter. He then remembered the Kidd article which had mentioned magenta markings used by the railway post office between Verviers and Coeln. He wrote to Mr. Starnes asking for the complete citation of the article, and explaining some of his thoughts on the matter. Unfortunately, the article had been handed Mr. Starnes by a fellow collector and he did not know the full citation. In the meantime, the editor had written to Mr. Hubbard, given him his ideas on the subject, and asked him if he could find and read the Kidd article. Previously, Mr. Hubbard had written that he thought the magenta markings were the result of inking the red ink pads with blue ink. Mr. Hubbard found the Kidd article in Robson Lowe's *The Philatelist and Postal Historian*, in January, February and March, 1960. This was before the editor had become a subscriber to this journal. The following is a theory based upon the facts and

ideas expressed by Mr. Starnes, Mr. Hubbard, the Kidd article (which does not deal with mail from or to the United States), and the editor.

The Anglo-Prussian treaty of 1 October 1846¹ established Prussian exchange offices at Hamburg, Emmerich, Aix-la-Chapelle (Aachen) and Cologne (Coeln). British exchange offices were established at London, Hull, and Dover. The additional agreements and articles signed between the two countries in 1852, 1856, 1858, 1859, and 1862,² did not in any way alter the original exchange offices. There was no official provision for the sorting of mail on the railroad carriages between Verviers and Coeln. Mr. Kidd mentions black Coeln-Verviers markings used between mid-1852 and late 1853.³ Whatever arrangements were made between England and Prussia during this period must have been made through correspondence between the two countries. It is doubtful that the Coeln/Verviers marking indicates that it was a railway exchange office, either Aachen or Cologne serving as such. Mr. Kidd does not mention the Coeln/Verviers markings as appearing again until his reference to them in 1864. During this period, open mail covers sent from the United States, and forwarded from England in the Anglo-Prussian closed mail, bear the SEEBRIEF PER ENGLAND UND AACHEN marking, Hargest, *Letter Post Communication*, page 95, Figure 58, marking A.

On 13 October 1862, Great Britain and Prussia, Prussia acting for the states of the Austria-German Postal Union, signed a new postal convention, which superseded the convention of 1 October 1846, and its additional articles. This convention established exchange offices for the United Kingdom at London and Dover, and for Prussia at Berlin and the Travelling Post Office between Verviers and Cologne.⁴ Originally, this convention was to come into operation on 1 November 1862, but by mutual consent the effective date was postponed until 1 January 1863. After this convention became operative, the Anglo-Prussian closed mail was sorted en route in a mail carriage between Verviers and Cologne. Kidd states:⁵

In the case of letters entering or leaving Germany or Aachen it was necessary to halt the mails for examination, and since the mails at this period were transported by rail, the office for this purpose was situated on the Aachen railway station. It is obvious that some delay would be caused by this unloading and reloading of mails and apparently in early 1852 it was realised that delay would be greatly minimised if the examination could be carried out whilst the mail continued on its way. The terminal points were chosen as Cologne in the east and Verviers in Belgium in the west, and in this journey of sixty-three miles it was hoped that all the work formerly done at Aachen would be completed. The explanatory stamps and date-stamps in use at the Aachen *Bohnhof* post office were taken into use aboard one of the carriages. A further series of stamps would be needed to provide for the second carriage necessary to operate the service. (It is unlikely that such an office could operate across an international frontier on the basis of a single-carriage shuttle service.)

The above statement, Kidd evidently draws only from the examination of covers, since he makes no reference to documentary evidence regarding a formal arrangement that would allow the carriages between Verviers and Cologne to serve as an exchange office. He does not mention that such a formal arrangement was made in 1862.

Whatever was done by the British at this time, was not done by the United States. The U. S.-Prussian closed mail convention created exchange offices at New York or Boston in the United States, and Aachen in Germany. It was, however, stated in Article 1 that "Additional or different offices of exchange may hereafter be selected in either or both countries by mutual agreement of the two Post Administrations."⁶ In 1861 Prussia had the opportunity of formally changing the Prussian office to the travelling office, Verviers to Cologne. On 24 April 1861, additional articles to the U. S.-Prussian closed mail convention were signed at Berlin, which created new exchange offices at Portland, Me., Chicago and Detroit in the United States, but maintained Aachen as the only Prussian office.

It is believed that after 1 January 1863, most of the clerks of the Aachen office went aboard the railway mail carriages, taking with them the stamps and markings formerly used at the Aachen office. Since the Anglo-Prussian closed

mail and the U. S.-Prussian closed mail followed the same route to Aachen, it is inconceivable that the United States would not have availed itself of the speedier handling of mail offered by the mail carriages. Such an arrangement could have been arranged by mutual consent by correspondence between the two offices. The additional articles that provided for exchange offices at Portland, Chicago and Detroit were necessary because they also provided for conveyance of mails by the Canadian (Allan) line of steamers.

Kidd states:⁷

During the summer of 1864 a most pleasing shade of magenta-red was introduced and continued in use until the end of that year. . . . For mail entering Germany vermilion was used almost exclusively until the second half of 1864 when the magenta-red appeared. . . . The possibility has occurred to me that the magenta-red strikes were caused by inadvertently inking the vermilion pads with turquoise ink . . .

The same thought occurred to Mr. Hubbard, before he read the article by Mr. Kidd. Kidd also states: "From early in 1865 the ink for the eastbound journey was changed to turquoise blue . . ."

If Mr. Kidd is correct in his assumptions, then it is evident that some, if not all, of the U. S.-Prussian closed mail was sorted on the railway carriages between Verviers and Aachen after the middle of 1863. We find the same magenta-red markings used on Prussian closed mail at about the same time he reports the markings Coeln/Verviers in the magenta-red used, and these surely were sorted on the mail carriages. It may be that some mail addressed to eastern Europe was put off at Cologne. There is a Prussian closed mail cover addressed to Finland (Russia) which bears on its reverse a VERVIERS/18 12 II/ COELN marking in three straight lines, and struck in vermilion, which definitely indicates that it was sorted on the railway carriage and was forwarded from Cologne.

There is in the Black Jack slide show of the U. S. Philatelic Classics Society a Prussian closed mail cover from the United States which bears a boxed AACHEN 17 2/FRANCO marking in black, the only one in that color seen by this editor. The year date is 1865.

This editor has the theory, in which Mr. Hubbard concurs, that at a time during 1864 the train left Verviers, and it was discovered that the vermilion ink pads were dry and required inking. It was also discovered that there was no red or vermilion ink on board. There was blue ink (which was used to mark unpaid letters) available. In order to get the work done, the blue ink was used to ink the red pad, producing a magenta shade. Since no objection was raised, the process was continued until the end of the year. On one trip, it was discovered that there was only a black ink pad available, and the mail was processed by using only black ink. About the beginning of 1865, it was decided that, since the markings were inscribed "FRANCO" (Paid), or not, that there was no real reason for differentiating the paid and unpaid correspondence by different colored inks, and, therefore, only blue was used, the marking itself indicating whether the letter was paid or unpaid. This simplified the procedure, because only blue ink had to be carried. The above is theory, but it does explain the changes in color of the markings, with a modicum of fact to support it. It is doubtful that documentary evidence relating to these color changes exists.

TABLE I

Marking	Earliest	Latest
Large FRANCO (M)	24 Jan. 1853	12 Dec. 1854
Small FRANCO (N)	1 Aug. 1854	5 Apr. 1855
Boxed FRANCO (O)	19 Jan. 1855 (one seen)	
Boxed AACHEN/FRANCO (P)		
In red	29 Apr. 1854	1 Dec. 1863
In magenta	26 July 1864	15 Oct. 1864
In black	17 Feb. 1865 (one seen)	
In blue	10 Mar. 1865	11 Aug. 1867

In regard to the small FRANCO, marking N, Figure 51 (Hargest, *Letter Post Communication*), Mr. Hubbard reports a cover postmarked BOSTON

AUG 1 BR PKT, by *Canada* which sailed from Boston on 1 August 1854. The listing on page 89 of Hargest, *Letter Post Communication*, should now be revised as presented in Table 1.

Mr. Hubbard submits a photograph of one of his covers showing a magenta AACHEN 4 9/Franco boxed marking. The date in the N. YORK BR. PKT marking is 24 August. On 24 August 1864, *Persia* of the Cunard line sailed from New York, which establishes the year date of this cover as 1864. This cover is illustrated as Figure 3, although the color of the marking cannot be reproduced. It shows an interesting combination of stamps used to prepay the 28c rate.

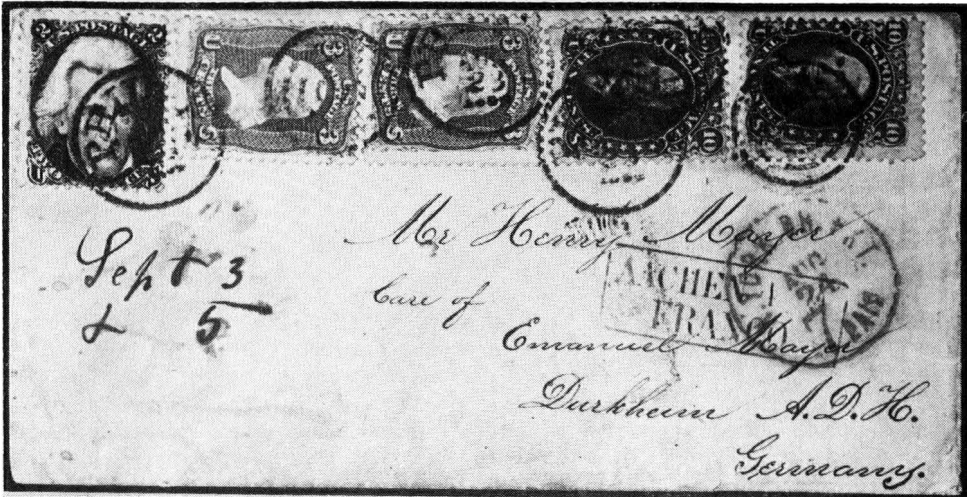


Figure 3. The Boxed AACHEN 4 9/Franco on this cover is in a magenta ink, a color evidently used during the last six months of 1864. While the color cannot be reproduced, the 28c Prussian closed mail international rate is prepaid by a very interesting combination of stamps.

Footnotes

- 1 *British and Foreign State Papers*, vol. XXXIV, p. 35.
- 2 *Ibid.*, vol. LIX, pp. 893-904, *passim*.
- 3 Kidd, Cyril, "'Coeln-Verviers' 1852-1870," *The Philatelist*, January, February, March, 1960, p. 104.
- 4 *British and Foreign State Papers*, vol. LII, p. 1149.
- 5 Kidd, Cyril, *op. cit.*, p. 104.
- 6 16 Statutes-at-Large 963.
- 7 Kidd, Cyril, *op. cit.*, pp. 104-105.

THE 1847-51 PERIOD (Continued from page 188)

single 5c and a single 10c and is not included because stamps as well as other essential information are missing.

Your cooperation in reporting any unlisted transatlantic covers will benefit all collectors. It should be easy to check any cover to Europe you have with this list using the date in the postmark as a start. Any cover not listed here is unknown to me. I hope you'll write me about any unlisted covers you own, and also furnish missing information on listed covers where details are lacking.

For research purposes nothing is as useful as a color slide, except of course the cover itself. I'd like to have available for our members a color slide of every transatlantic cover that now has only a Ph or shows no illustration at all. If any of these covers are in your collection, I hope you'll have a 36mm color slide made locally or arrange to send the cover to me by registered mail so I can make one. As always there is no charge.

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 75

An important feature of the postal agreement between the United States and Canada, effective April 6, 1851, was that it provided a through uniform rate from the origin in one country to the destination in the other. This system replaced the previous method of rating and collecting postages "to the lines" individually for each country. However, the new regulations were applicable only to letter mail—the "paid to the lines" concept remained in force for other classes of mail matter, such as newspapers, periodicals, printed circulars, etc.

The two covers illustrated as Figures 1 and 2 belong to the "printed circular" category, and were handled in accordance with the provisions of Article 8 of the 1851 agreement.¹

8. The postage on newspapers, pamphlets, magazines, and all other printed matter, must be prepaid, or sent free to the line in the country where posted; any postage afterwards accruing thereon, beyond the line, is to be collected and retained by the post office department of the country in which it accrues.

Mail of this type was subject to the rates and regulations in effect in both countries at any given period. The cover in Figure 1 evidently contained a printed circular, as the envelope is unsealed; the lack of a postmark is typical of this kind of mail. At the date of this cover (November 1860), the U.S. postage was:

Each newspaper, periodical, unsealed circular, or other article of printed matter, not exceeding three ounces in weight, shall be sent to any part of the United States for one cent, and for every additional ounce, or fraction of an ounce, one cent additional shall be charged. . . .²

These rates were provided by the Act of August 30, 1852. They replaced the complicated and unworkable rates for these classes of mails in the Act of March 3, 1851. Subsequently (January 2, 1857) that portion of the Act of August 30, 1852, which allowed transient matter to be mailed without prepayment (collect rates were double) was specifically repealed.³ This did not alter treatment of such mail addressed to Canada, however, since prepayment of the U.S. portion on transient mail of U.S. origin had always been required under terms of the 1851 agreement.

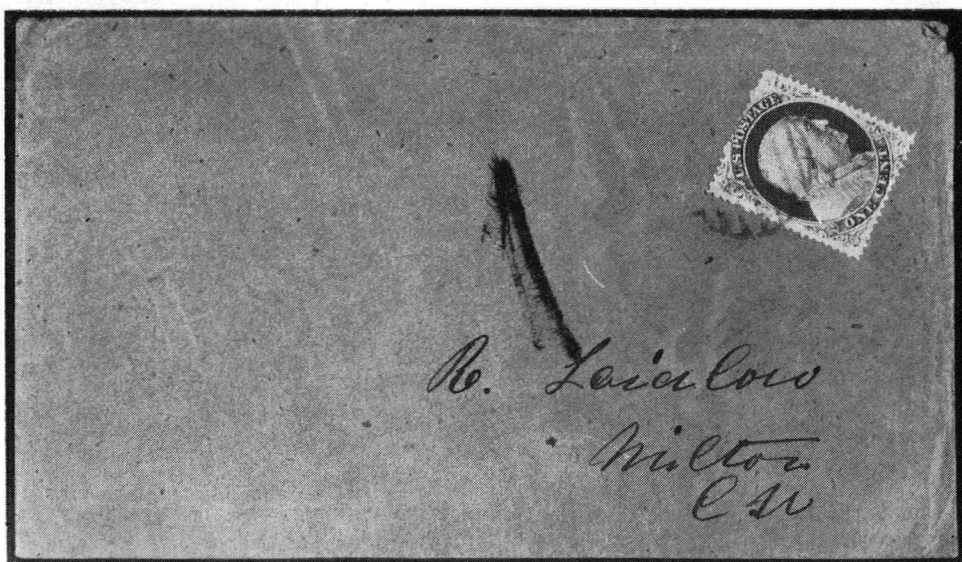


Figure 1

The U.S. printed circular rate of Figure 1 was paid by the 1c 1857 stamp (not 3c, as erroneously described), which covered postage to the exchange office on the Niagara frontier—probably Buffalo. The Canadian charge on such mail was also 1c (per ounce or fraction); hence the large “1” struck in black at the Canadian exchange office to indicate postage due.

The Canadian Post Office had adopted decimal currency July 1, 1859; the previous corresponding pence rate had been $\frac{1}{2}$ d. A cover with a 1c 1857 and a Canadian due marking of $\frac{1}{2}$ d, and another cover similar to Figure 1, are discussed and illustrated in Stanley B. Ashbrook's *Special Service*, pp. 396-97; photos 207 and 208.

Canadian addressees may have been surprised and resentful at the requirement that they pay the Canadian postage on correspondence of this kind, particularly as much of it was very likely in the junk mail category. This surmise is supported by the emphatic tone used in official and semi-official publications. The Post Office section of the 1857-58 edition of *The Canada Directory*, after detailing rates for various kinds of printed matter, continues:⁴

Prepayment of the foregoing rates on periodicals and circulars and all other printed matter will be optional, except when addressed to the United States or British West Indies; and in all such cases the charge must invariably be prepaid. Further on all such printed matter *received* from the United States and British West Indies, the Canada rate will always remain to be collected by the delivering postmaster in this Province.

The 1863 *Canadian Postal Guide* is more succinct and emphatic:⁵

Transient newspapers addressed to the United States must be pre-paid one cent each by postage stamp, otherwise they will not be forwarded.

Newspapers posted in the United States and addressed to Canada are liable to one cent each on delivery. The stamp *paid* on these papers indicates that the United States postage only has been pre-paid, the Canadian rate of one cent remaining to be collected.

Although newspapers are mentioned, the regulations also applied to circular mail.

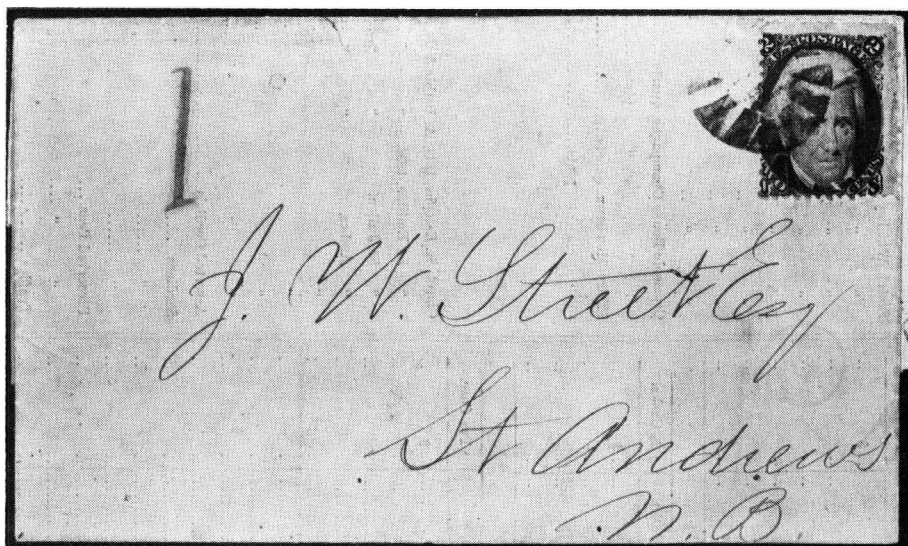


Figure 2

The second cover (Figure 2) was mailed in September 1866. The U.S. rates on printed matter had been changed by the Act of March 3, 1863.⁶

The rate of postage on transient matter of the second class, and on miscellaneous matter of the third class (except circulars and books), shall be 2 cents for each 4 ounces or fraction thereof on one package to one address, to be prepaid by stamps affixed; double these rates for books. Unscaled circulars, not exceeding three in number, 2 cents, adding one rate for three additional circulars or less number to one address.

This act also divided mail into first, second, and third classes, defining these much as we understand them today. The cover shown is a printed price current and business announcement and falls under the third class, as an unsealed circular; the Blackjack pays the 2c rate for such mail. The New Brunswick charge was 1 cent, the same as Canada's, and was collected from the addressee. According to the *Postal History of Nova Scotia and New Brunswick* (p. 288), the rate for printed circulars, prices current and handbills was 1c up to ½ ounce. The cover is addressed to St. Andrews, opposite Robbinston, Me. St. Andrews had been the principal New Brunswick exchange office since 1817, but the sequence of backstamps shows that this cover was exchanged through St. Stephen, the office opposite Calais, Me. The choice of routing was probably determined by railroad facilities.

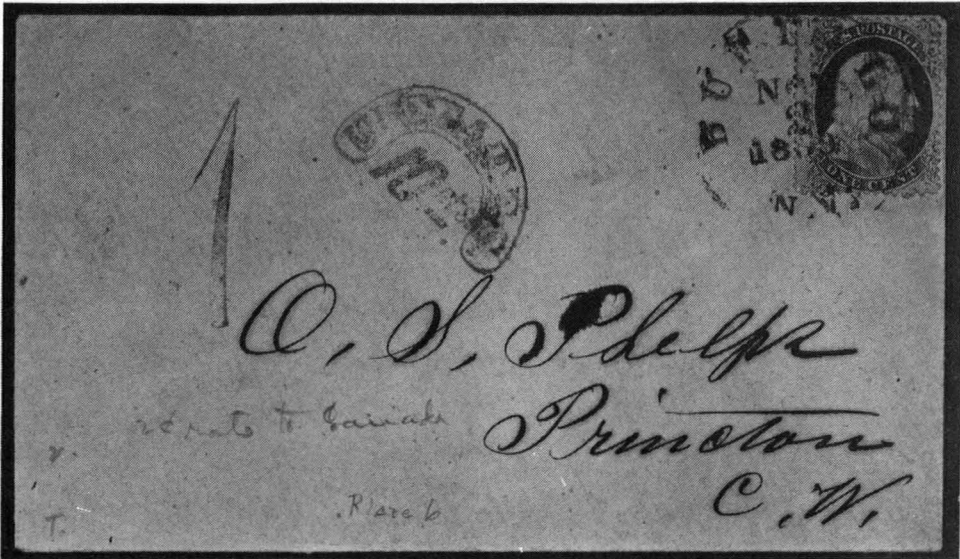


Figure 3

J. V. Nielson, Jr., sent a cover from his collection because of its similarity to the cover in Figure 1. The Nielsen cover is shown in Figure 3. It has a 1c 1857 tied by a circular black BUFFALO N. Y./NOV/2/1860 to an unsealed envelope. The other markings, also black, include a large "1" due handstamp and a U.S. exchange marking "UD. STATES" in an arc with "10 cts." below. This marking was intended for use only on letter mail, and was struck in error by the U.S. exchange office at Buffalo, as if the cover were an unpaid letter at the 10c rate. The handstruck "1" appears the same as that on Figure 1, and may have been applied by the same Canadian office. In any case, its presence shows that the cover was recognized as printed matter by the receiving Canadian exchange office and that the erroneous rating was corrected. The markings on this cover make it most unusual and interesting.

Covers showing circular rates to British North America differ in important ways from the much scarcer examples of the special rate between adjoining pairs of exchange offices (*Chronicles* 68:180-1 and 69:56-8), with which they are sometimes confused, but they have interesting postal history connotations of their own.

Ashbrook comments, in the discussion previously noted, that circular mail to Canada before 1862 is scarce, and that such covers with the 1c 1851 are rare. I would like to add that comparable examples of Canadian origin are so rare as to be virtually non-existent; even domestic uses of pence issues for circular and newspaper rates are very scarce. Can anyone show a cover from Canada to the United States at the printed circular rate?

Footnotes

¹ The text of the 1851 agreement is annexed to the report of the Postmaster General, dated November 29, 1851, *Executive Documents, No. 2, 1851-1852*, Washington, 1852, pp. 466-8.

² *Laws and Regulations of the Post Office Department, 1859*, Laws, Sec. 171, p. 43.

³ *Ibid.*, Sec. 179, p. 45.

⁴ John Lovell, *The Canada Directory for 1857-58*, Montreal, 1857, p. 899.

⁵ *Canadian Postal Guide*, p. 22. This 40 page pamphlet, full of valuable information, was originally published in 1863. It was reprinted in 1966 through the generosity of Charles P. deVolpi for BNAPS and is still available at \$1.50 from D. M. Verity, Box 652, Burlington, Ont. The rate of exchange and 25c check fee charged by Canadian banks should be taken in account.

⁶ U.S. Post Office Department, *Postage Rates, 1789-1930*, p. 9.

PROBLEM COVERS FOR THIS ISSUE

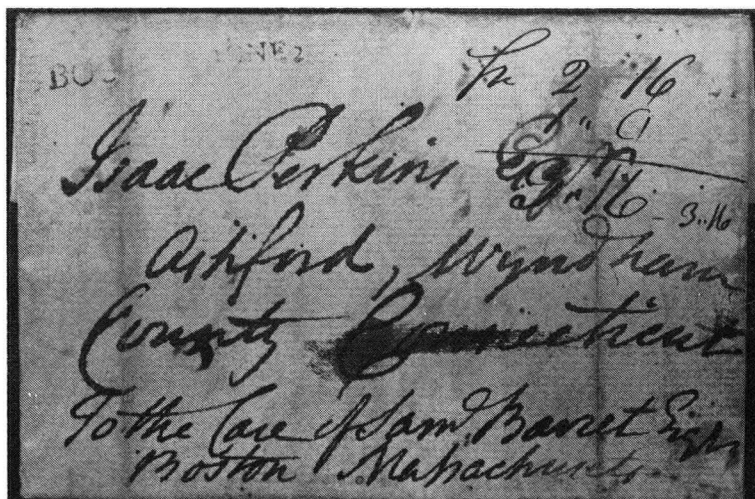


Figure 4

The two covers shown, although separated by nearly seventy years, both appear to involve problems in forwarding. The one in Figure 4 has been submitted by Josephine Stultz. It is a prestamp cover from England, datelined Hampton Court, Middlesex, March 7th, 1791, and was evidently handed directly to a private ship, as there are no British postal markings. There are no markings on the reverse. As the photo shows, there is a straightline BOSTON JUNE 2 in black and a notation of postal charges at the upper right. The manuscript "Sh" means "ship" and the amounts detailed are in pennyweights and grains of silver. These figures, however, cannot be reconciled with the rates in force as outlined in the *American Stampless Cover Catalog* and *Boston Postal Markings*. Ashford, Conn., as determined from a contemporary *Boston Almanac* by Nathanael Low, was on the "Middle road to Hartford, New Haven, Fish Kills, and Philadelphia," 74 miles distant from Boston. No one who has seen this cover has yet been able to explain the apparent discrepancies in the charges on it.

Figure 5 shows a cover from the collection of Stan Piller. It is a 3c envelope (U10) which originated at SCUPPERNONG S. C. (very faint red postmark at lower right with ms. date Sept. 5). It is addressed to White Sulphur Springs, Va., but the word "White" is crossed out and "Salt" substituted in pencil. There is a black WHITE SULP. SPRS. Va. SEP 11, and the additional address "Montgmy Springs Va." in a different hand. At the lower left is a 3c 1851 tied by docketing: "1856/Aug 30/ Henry (coloured)." Below the envelope stamp (cancelled by pen X) is a summary of due charges: in pencil, "+ 3," below, in ink, "Fwd 3/ Due 6." There is nothing on the back. The questions are: why is 6c due and what do the two 3c charges represent?

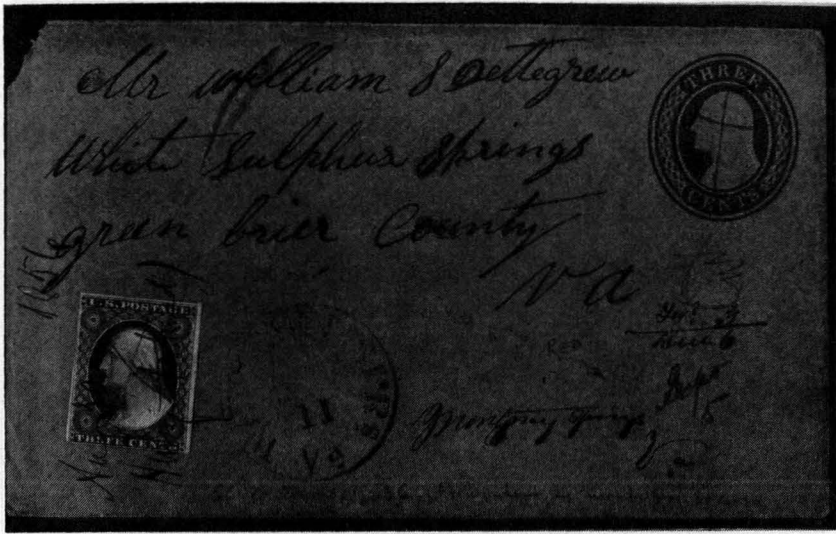


Figure 5

Suggestions and theories about these covers will be most welcome, as I don't have a satisfactory solution for either one.

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RAILROAD MARKINGS (Continued from page 214)

Illinois

722-C-1: 27 black, Eighties. Partial. 3. (Chicago and Pekin).

Iowa

759-N-1: 27 black, WYD 1884. 2. (Dubuque & Sioux City Day).

Wisconsin

Catalog Route 862: Watertown-Madison, Wis. CHICAGO, MILWAUKEE & ST. PAUL R. R.

Route Agents: 1881-1886 Watertown-Madison, Wis. 1 clerk. (39 miles).

Markings: 862-A-1: 26 black, Eighties. 6.

Dakota Territory

889-C-1: 26½ black, WYD 1885. 3. (Nache & Breckenridge-Neche misspelled).

Kansas

911-L-1: 25½ black, Eighties, W killer. 4. (Kansas City & Topeka).

Colorado

951-S-1: 30½ blue, WYD 1879. Partial. 30. (Union Pacific R. R. Beaver Brook—A small post office in Jefferson County, Colorado on line of Union Pacific from Denver to Boulder.)

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