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Chronicle
of the U.S. Classic Postal Issues

February 1973

Volume 25, No. 1

Whole No. 77

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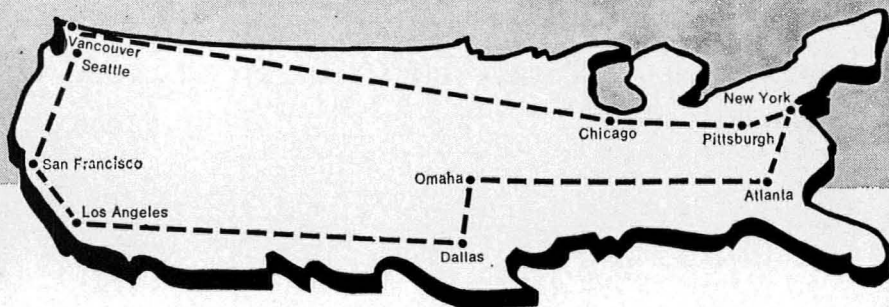
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THE EDITOR'S PAGE

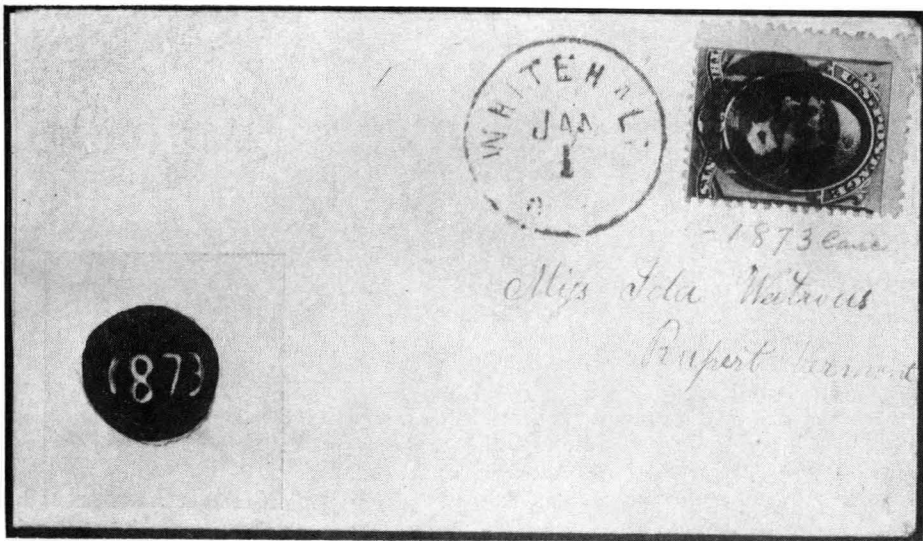
BANK NOTE ISSUES 1870-88

There has been discussion for several years about the degree of interest in these issues, and the desirability of including them in the *Chronicle*. Many collectors consider them part of the U. S. classic issues, with which we agree.

The editorial staff of the *Chronicle* has decided to inaugurate a Bank Note section with this issue. It is hoped that this will encourage collectors of these issues to write articles or just send in information about their specialty. Almost every subject is desired except material on the transatlantic mails which is already covered in Prof. Hargest's section.

Many subjects would, we feel, be of interest, from plate varieties of the stamps, as an example, through cancellations and the numerous phases of postal history. Illustrations and pictures of unusual items are always welcome. We will welcome any suggestions from our members, but most important, we ask you Bank Note buffs to get to work. This is your chance to work in a field that in our opinion has been somewhat neglected in the past.

Morrison Waud



I hope you will all share my pride and satisfaction in the announcement above. Morrison Waud is an enthusiastic and informed collector who has already earned distinction as a philatelic author for his work on New York foreign mail cancels in collaboration with Arthur Van Vlissingen. We are fortunate indeed that he has consented to be editor for the Bank Note period. I am confident that this section will quickly earn a loyal and cooperative following. Please lend your support to Mr. Waud. His address is on the masthead.

The little centennial 3c Bank Note cover above seems especially appropriate for the occasion. It is postmarked at Whitehall, N.Y. on JAN 1, and the stamp is cancelled with a negative "1873." It is presented here as a propitious augury for the new venture.

THE 1847-51 PERIOD

CREIGHTON C. HART, Editor

1847 COVERS TO FOREIGN COUNTRIES EXCEPT TO EUROPE AND BRITISH NORTH AMERICA

CREIGHTON C. HART

The November 1972 *Chronicle* has an article about 172 covers to Europe which were all the covers to Europe I then listed.¹ This second article was to include all the '47 covers to other foreign countries but the covers to British North America are unexpectedly so numerous, important, and interesting that they will require a separate article. The rest of the world was neglected as far as letters bearing our first issue are concerned. Covers to "the rest of the world" are to Cuba, Chile, China, Mexico, Brazil, and Hawaii and are the subject of this article. These are the only foreign countries to which I list '47 covers except, of course, to Europe and British North America.

The next article on covers to British North America will comprise mail to the formerly autonomous provinces of present-day Canada. To give you some idea how important the postal service was to the Canadas and the rest of British North America compared to other foreign countries, I presently list 285 cross border '47 covers—more '47 covers than to all the other foreign countries combined.

This has been the most difficult article on '47 covers that I have ever written. The commercial, political and personal ties of the rest of the world were with Europe and communications flowed to and from there. Correspondence between the United States and South America, Asia or Africa was almost non-existent during the four years the '47 stamps were current. As a result there are very few covers to study and the important postal marks that are now so well understood on transatlantic mail are rarely found on these covers. For illustrations I have to rely largely on auction catalogs and the few articles that have appeared in the past. As a result the illustrations for this article are photographs of past illustrations and are disappointing. Even though this article leaves much to be desired, it is well to have in one place for easy reference the scattered information about '47 covers to "the rest of the world". Of course any information from specialists, to help fill in the many gaps, will be appreciated.

It was the accepted practice during the currency of the '47 stamps to pay domestic postage only to the border or U. S. port of departure. The postal treaties with Great Britain and Canada in 1848 and 1851 respectively were a great step forward because the terms of these treaties permitted residents of each country to pay in full postage to the other. None of the countries discussed in this article had a postal treaty with the United States so the awkward practice of domestic postage to the border, plus ocean postage, plus foreign postage to destination prevailed.

Conspicuous by their absence are the foreign postal rate markings on most of these covers. Because several of these covers have no foreign marks it's natural to ask which of them did and which did not reach their foreign destination? Also one wonders how those letters that were delivered abroad reached the addressee if not by a foreign post?

Of the covers discussed here foreign postal marks appear on only the two covers to Cuba and one cover each to Chile and China. Regular postal service was not started to Cuba until late 1848; however the *PL&R* of 1847² provided for a 12½c rate, as authorized by the Act of March 3, 1847. The annual report of the Postmaster General, dated December 3, 1849, states, "The mail from Charleston, via Savannah to Havana under the contract with this department has been carried since 18th October 1848 in the Steamer 'Isabel' with a good share of regularity, at the cost of \$35,086.22. No other foreign mail is carried by contract with this department."



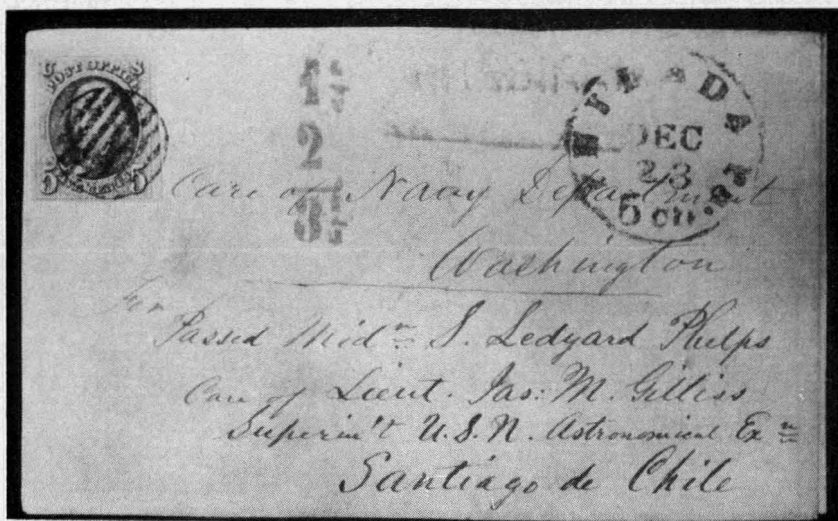
Cover A has only 10c in stamps to pay the 12½c rate to Cuba. The 2½c underpayment was probably paid either in cash or charged to the sender's account. This is a photograph of an illustration that appeared in an Ashbrook article in "Stamps", December 11, 1948. It is reproduced here with Mr. Lindquist's kind permission.

There are only two covers known to Cuba (covers A and B) and Ashbrook speculates why there are so few: "Perhaps the reason is that it cost 2½c extra to send a letter by the 'Isabel', if one elected to pay the postage by stamps rather than by charge or cash." (*Special Service*, p. 363). Fortunately, both covers are illustrated and if any collector knows of others please write me. On each cover is what looks like a "1," this apparently represents the Cuban inland postage due from the addressee. If some specialist in Cuban rates can explain this, it will be appreciated.



Cover B has an overpayment of 2½c to Cuba. The 5c stamp could have been bisected because half stamps were accepted for postage during the currency of the 1847 issue. This illustration is from Ashbrook's "Special Service."

The colorful cover to Chile (cover C) is a front only and has a blue postmark and a bright blue grid attractively struck on the red brown stamp. The foreign markings are in red and may represent Chilean postage; the "3½" perhaps including a port fee of "1½" and a domestic charge of "2" or vice-versa. The letter was evidently transported from Washington, D. C. by U. S. naval vessel.



Cover C to Chile is a cover front in the Paul C. Rohloff collection.

George E. Hargest illustrated and discussed this cover in the August 1971 *Chronicle*. At that time the cover was described as "probably 1849 or 1850" based on the shade of the stamp, but this method of dating is only tentative and often unreliable. An inquiry to the Library of the United States Naval Academy at Annapolis brought the following response, dated 13 December 1972:

Your letter of December 8th . . . concerned with two naval officers assigned to the U. S. N. Astronomical Expedition to Santiago de Chile, has been forwarded to the Library for research and reply.

According to the U. S. Navy "Registers" Lt. James M. Gilliss was on special service with the Expedition from 1850 through 1852. Passed Midshipman Seth Ledyard Phelps was on the same special service for the year 1852 only.

Although this information seems to indicate a use in 1851 or 1852, after demonetization, the use of the Philadelphia postmark with "5 cts." is not compatible with these dates. It is clear that further investigation will be necessary to determine the facts about this cover and clear up the unanswered questions.

(*Editor's note:* New evidence regarding the handstruck markings—their meaning and the place of their application—is mentioned in the first paragraph of the article on mails to the West Coast of South America in the Transatlantic Mails section of the current issue. It is hoped that a detailed report can be published in a future issue. S. M. McD.)

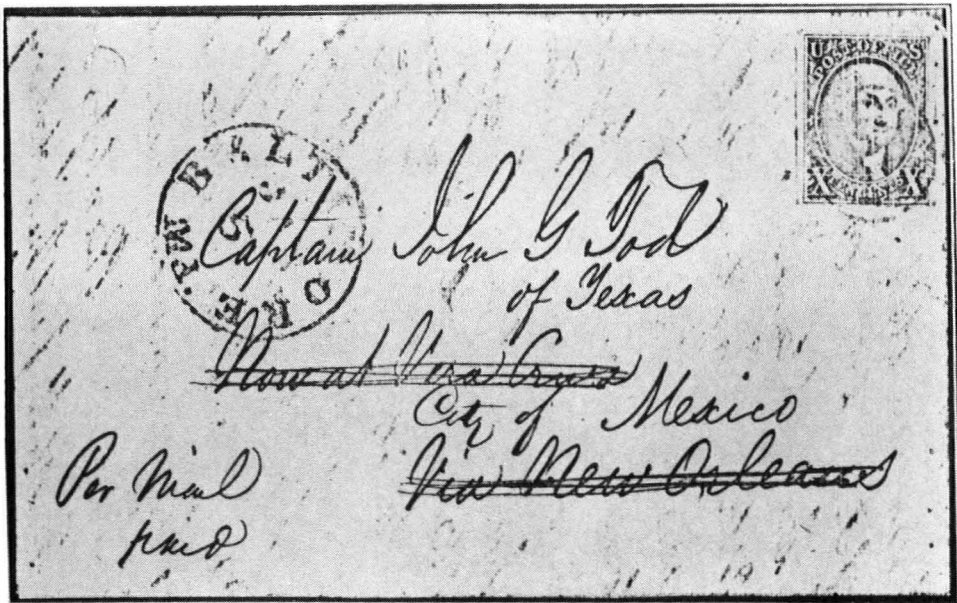


Cover D to China is a photograph of an illustration in a John A. Fox catalog for an auction held August 15, 1966.

Only the upper half of the cover to China can be illustrated (cover D). Even though this letter is addressed to Asia it went by the transatlantic route to England. The date listed for this cover is not that of its mailing in the U. S. (which is unknown), but that in the "PAID" transit postmark applied at London. Unfortunately only the top portion of the cover is illustrated in the auction catalog

and shown is 35c in '47 stamps. An illustration of the entire cover would be valuable because the tables of the Post Office Department³ published June 19, 1849 show the rate to China via Southampton to be 45c per ½ oz. and that the rate *must* be prepaid. (Italics as in the instructions). The rate to China in the same table via Marseilles is 65c per ¼ oz. and must be prepaid. This letter is marked "via Southampton" so we'd expect evidence that a 10c stamp has been lost or that 10c was paid in cash. It would be a great help if the collector owning this cover would permit me to photograph it for our members as this is the only known '47 cover by this route.

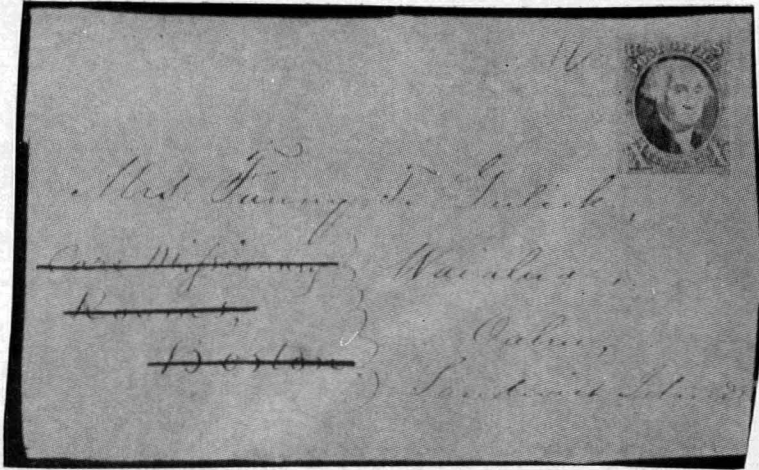
Alex L. ter Braake deserves the credit for locating and illustrating the two covers to Mexico (cover E). Both covers are addressed to Capt. John G. Tod and are part of the family papers of Mrs. Tod Hamner of Houston. Both covers are fully illustrated in the chapter on the American-Mexican War in Mr. ter Braake's book, *Texas, The Drama of Its Postal Past*. As Mr. ter Braake explains, the war at this time had progressed from Vera Cruz to the capture of Mexico City where Captain Tod was stationed when the letter finally reached him. The 10c '47 paid the postage from Baltimore to New Orleans and from there the letters were forwarded to their Mexican destination by military conveyance. Obviously, one would not expect to find Mexican postal markings under these conditions.



Cover E to Mexico is one of two 10c covers to Captain Tod. The fortunes of war are evident on the face of the cover. As Captain Tod left Texas for the Mexican war and before the letter could be forwarded to him at Vera Cruz, the American Army had captured Mexico City.

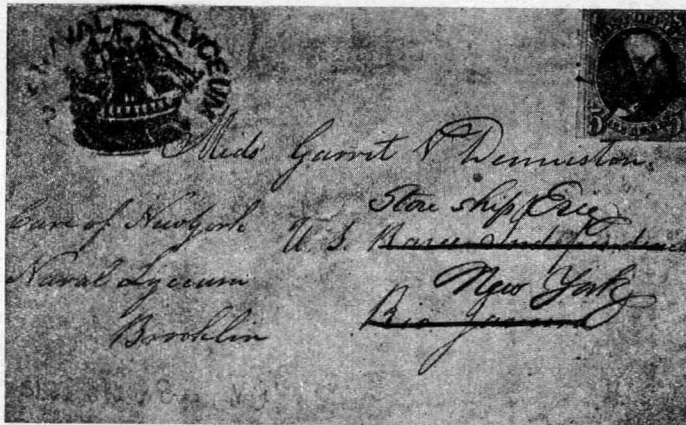
There are also four covers to Mexico listed in the May 1968 *Chronicle* article "1847 Covers from Panama". These four covers are a philatelic "Believe it or Not" because they originated in a foreign country (Peru) and were delivered with U. S. stamps to a foreign country (Mexico) without ever being in the United States or in any of our territories. They are not included here because they did not originate in the United States.

The 10c cover to the Sandwich Islands, now Hawaii, is a front only (cover F). There is a faint red datestamp of Westfield, N. Y. in the upper left corner as well as a manuscript "10" beside the stamp. Westfield is near the westernmost border of New York, and its location more than 300 miles from Boston required 10c postage per ½ ounce. If this were a double rate letter the stamp paid one rate and the manuscript "10" was 10c due for less than a half ounce over-weight. Covers such as this should be expertized because if this was a single rate collect letter, the stamp has been added and does not belong. There is no evidence of



Cover F is to the Sandwich Islands, now Hawaii. This is a photograph of an illustration from the catalog of a Robert A. Siegel auction June 23, 1971.

ocean postage or Hawaiian domestic postage and the letter, whether originally stamped or stampless, very likely was carried there by one of Mrs. Gulick's fellow missionaries. At this time missionaries were leaving for Hawaii regularly from Boston. It is because of them we have the Hawaiian "Missionary" stamps.



Cover G is addressed to Brazil but it may have been delivered to Midshipman Denniston after his return to New York. This is a photograph of an illustration in Mannel Hahn's "Postal Markings of the United States 1847-1851".

Richard Graham is the authority on the Naval Lyceum marking (cover G) and has published two articles⁵ on this subject. He has written me fully about this particular cover and I am privileged to quote the pertinent parts of his letter.

About the usage—the 5c stamp paid the postage, domestic that is, and there is no foreign rate connotation whatsoever about the usage. However, I am not sure whether the 5c stamp paid the postage after the cover left the Lyceum or to it. The normal usage was that domestic postage was paid on such covers, which were addressed to personnel on foreign station, but in care of the U. S. Naval Lyceum in the Brooklyn Navy Yard. The Lyceum was really a sort of officers club, and most of the officers of the Navy belonged to it or the similar institution at Boston (Naval Library and Institute). These clubs were of a semi-official nature, just as are officers clubs today, and someone at the Lyceum kept track of the assignments of the various officers, and also of their ships. When a vessel left the Yard, en route for a particular squadron on foreign station, of course all official mails, supplies not procurable abroad, officers and men to be assigned to the ships on that station, etc. were sent with the ship. Of course, the bag of accumulated mails of a personal nature, addressed to the officers of the squadron, were sent along, too. Therefore, the postage beyond the Naval Lyceum was free, and such covers never bear anything other than domestic postage, for normal use.

I would guess that there is an erased manuscript postal origin marking—judging from the 5c stamp. I suggest this because of the manuscript cancel on the stamp; always assuming, of course, that the stamp was actually used on this cover. I have seen a good many covers mailed at New York or, in a few cases, Brooklyn, which had obviously originated at the Navy Yard. These all bore regular handstamped townmarks and killers where stamps were present. Had the subject cover been so mailed, I feel that it should have either a New York or Brooklyn c.d.s. handstamped. I have no idea as to whether Brooklyn ever used pen marks in cancelling 1847 stamps.

As I see it, the cover was addressed to Midshipman Denniston aboard the *Independence*, which was on her way home from the Pacific in 1849. The letter had been intended to wait for her arrival at Rio (nearly always a port of call for Navy ships homing from the Pacific). However, the Lyceum, realizing, possibly, that there was no ship scheduled to go that direction before the *Independence* left there (such homing trips were very uncertain, insofar as information available in the States was concerned—about all that could be known was that the *Independence* had been ordered home, and should arrive in the spring of 1849). So, the letter was held up, and when the *Independence* got in, Midshipman Denniston was appointed to the *Erie*, and his mail eventually caught up with him.

Here is a record of the covers discussed in this article and the same tabular form is used for these 8 covers as was used for the 172 1847 covers to Europe.

1847 COVERS TO "THE REST OF THE WORLD"

Date	Stamp(s)	Postmark and Destination	Ill.	Exp.
Dec. 8, 1847	10c (1)	Baltimore to N. O., to Mexico City	Ph	
Jan. 5, 1848	10c (1)	Baltimore to N. O., to Mexico City	Ph	
Nov. 14, 1848	5c (1)	Charleston, S. C. to Havana	CS	OK
	10c (1)			
Feb. 4, 1850	5c (1)	?, ? to Canton, China	Ph	
	10c (3)			
Mar. 14, 1850	5c (2)	Charleston, S. C. to Cardenas, Cuba	Ph	
Nov. 18, 18-X	10c (1)	Westfield, N. Y. to Oahu, Hawaii	Ph	
Dec. 23, 18-X	5c (1)	Philadelphia to Santiago, Chile	CS	
X- X, 18-X	5c (1)	Naval Lyceum to Rio de Janeiro, Brazil	Ph	

There may be more '47 covers to "the rest of the world" than are listed here. If there are I hope you will write me about them because the *Chronicle* is the publication where the very latest information about our classic issues is best publicized. An outstanding example of cooperation for the 1847 section was the listing of 98 10c 1847 bisects in the May 1969 *Chronicle*. Through the combined efforts of David Baker, Susan McDonald, myself and our members, the *Chronicle* has given you this updated list from 5 bisects listed by John Luff⁶ in 1902, to 12 by Dr. Carroll Chase⁷ in 1916, to 45 by Lester Brookman⁸ in 1947, to the 98 in 1969 and at least 5 more will be added in the next tabulation. For our members' use, I have 62 color slides or black and white illustrations of these 98 bisects.

We all work for free and I ask only that you continue to help when you can to make the 1847 section better with each issue.

References

- 1 Only three additional covers have been reported: to England, France and Holland.
- 2 *Laws and Regulations for the Government of the Post Office Department, 1847, Section 7, p. 88.*
- 3 Report of the Postmaster General, 31st Congress, Senate Executive Documents, Vol. 5, pp. 837-38.
- 4 Alex. L. ter Braake, *Texas, the Drama of Its Postal Past*, American Philatelic Society, 1970.
- 5 "Mail to and from the Ships of the United States Navy (1798-1861)," *American Philatelist*, February 1969, and "Naval Agency Markings," *Postal History Journal*, November, 1959.
- 6 John N. Luff, *The Postage Stamps of the United States*, 1902, p. 62.
- 7 Dr. Carroll Chase, "The 1847 Issue," *Philatelic Gazette*, September 1916, p. 259.
- 8 Lester G. Brookman, *The Nineteenth Century Postage Stamps of the United States*, H. L. Lindquist Publications, 1947, I, 68-72.

INFORMATION WANTED

In order to test and verify the effective date of certain provisions of the United States-Great Britain Postal Convention of 1848 and additional articles, detailed information is requested on transatlantic mail covers dated between February 15 and July 1, 1849.

Stampless or stamped covers to or from U. S. points (except Boston and New York) originating in or addressed to continental Europe are needed during the period specified. Details of the origin, destination, foreign postage, and especially U. S. postage amounts paid or collected should be reported. A photocopy will be appreciated, if available. There is no need to report covers to or from the British Isles, or covers originating at or addressed to Boston or New York.

THE 1972 VERSION OF THE 5c 1847 STAMP

The first United States commemorative honoring stamp collectors reproduces the first 5c stamp and the result is unexpectedly authoritative in many respects. Four corner copies are to be found—on different stamps, of course—under the magnifying glass as the illustration shows. There are some well centered copies to go with the many that are off centered, or have a frame line cut off or close to it. One 5c stamp that is centered to the bottom has a faint and partly missing frame line above "U". See if you can find it.



The background color is printed by offset and the brown of the stamp and black of the magnifying glass by Giori press. Because of a slight shift in the Giori impression, the 5c stamp sometimes appears to have margins on only two sides, resulting in extra wide margins. The shift is in a different direction on each stamp shown, giving the illusion of four corner copies. The stamp in the center has equal margins on all four sides.

As every collector of our classic issues knows, the 1847 impressions were rocked into a steel plate very close to each other. There was usually only about 1 mm between the stamps and the stamps had to be cut apart with scissors because there were no perforations. It is no wonder that there are few copies with four fine margins, and because the stamps were so close together most copies have one or more margins cut into or a frame line missing. The 1972 versions faithfully reproduce these conditions.

No report has been received yet of any shifts or doubling of outer frame lines or of a dot in S variety as are found on the original stamps. The 5c denomination when originally issued was printed four different times between 1847 and 1851, resulting in many shades. The popular and rare shades are the red

(Continued on page 64)

THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor

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**THE THREE CENT ISSUE OF 1851-1861:
CONDENSED PLATING INFORMATION**

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The material contained herein is the result of an attempt to simplify plating the various recut positions found on the 3c 1851-61 issue. While it is in no way intended to replace the information contained in Dr. Chase's book, it is felt that considerable time can be saved if the plate positions are all available without having to refer to each individual chapter on the various plates. The type numbers assigned to each major recut variety are the ones used in the plating charts compiled by Dr. Chase.

As a result of compiling this reference, some differences in the total number of positions will be noted. In fact, there are a number of positions showing certain recuts which are not listed at all in the original charts. This is to be expected in a project of this magnitude, and an additional listing of the heretofore unassigned positions will be assembled at a later date. This list, however, will, with a few minor exceptions, be confined to the plate positions shown by Dr. Chase.

In the case of many of the more common positions, which have no outstanding recut varieties, plating can only be accomplished by reference to the various extra or missing guide dots, misplaced reliefs, or combinations thereof. In view of this, a listing of these varieties has been included.

No claim is made for the completeness of the listings, but it is hoped that they will help to simplify the work of those who are interested in this phase of philately. Any comments, corrections or additions will be welcome.

PLATING INFORMATION

Plate	Left Pane	Right Pane
Variety #1	STAMPS WITH TWO INNER LINES	Positions Recut: 1,571
1 Early	7, 8, 10, 11, 13, 18, 20 through 34, 36 through 99L	50, 56, 66, 67, 91R
1 Intermediate	Same as Plate 1 Early	Same as Plate 1 Early
1 Late	All positions	All positions
2 Early	All positions	All positions
2 Late	All positions	All positions
3	All positions	All positions
5 Early	All positions except 3, 4, 12L	All positions
5 Late	All positions except 3, 4, 12, 13, 22L	All positions except 77, 86, 87R
0	All positions	All positions
Variety #2	STAMPS WITH NO INNER LINES	Positions Recut: 929
1 Early	2, 3, 4, 14, 15, 16L	2 through 13, 15 through 35, 38 through 45, 51 through 55, 62, 64, 72, 73, 74, 77 through 80, 82, 83, 90R
1 Intermediate	Same as Plate 1 Early	Same as Plate 1 Early, plus 98R
4, 6, 7, 8	All positions	All positions
Variety #3	INNER LINE AT RIGHT ONLY	Positions Recut: 76
1 Early	1, 17, 19, 35, 100L	1, 46 through 49, 58, 59, 65, 68 through 71, 75, 76, 84 through 89, 92 through 98, 100R
1 Intermediate	Same as Plate 1 Early	Same as Plate 1 Early, except 98R
5 Early	3, 4, 12L	None
5 Late	3, 4, 12, 13, 22L	77, 86, 87R

Plate	Left Pane	Right Pane
Variety #4	INNER LINE AT LEFT ONLY	Positions Recut: 24
1 Early	5, 6, 9, 12L	14, 36, 37, 57, 60, 61, 63, 81R
1 Intermediate	Same as Plate 1 Early	Same as Plate 1 Early
Variety #5	FRAME LINE TAKES PLACE OF RIGHT INNER LINE	Positions Recut: 2
3	9, 19L	None
Variety #6	TWO EXTRA LINES AT LEFT; FRAME LINE TAKES PLACE OF RIGHT INNER LINE	Positions Recut: 2
3	80, 99L	None
Variety #7	FRAME LINE TAKES PLACE OF LEFT INNER LINE	Positions Recut: 4
3	70, 80, 90, 100L	None
Variety #8	ONE EXTRA LINE AT RIGHT (TWO INNER LINES)	Positions Recut: 5
3	58, 68, 78, 88, 98L	None
Variety #9	ONE EXTRA LINE AT LEFT; FRAME LINE TAKES PLACE OF RIGHT INNER LINE	Positions Recut: 6
3	29, 39, 49, 59, 69, 79L	None
Variety #10	ONE EXTRA LINE AT RIGHT (NO INNER LINES)	Positions Recut: 11
4	None	99R
6	None	8, 18, 28, 38, 48, 58, 68, 78, 88, 98R
Variety #11	ONE VERTICAL LINE RECUT IN UPPER LEFT TRIANGLE	Positions Recut: 357
1 Early	20, 30, 43, 44, 50, 61, 64, 66, 67, 69, 70, 71, 74, 81, 84, 87, 92, 94L	21, 27, 42, 46, 47, 56, 61, 63, 65, 66, 67, 69, 81, 91R
1 Intermediate	61, 64, 66, 67, 71, 81, 87, 94L	21, 61, 63, 66, 67, 81, 91R
1 Late	8, 10, 14, 29, 30, 42, 46, 49, 55, 62, 64, 66, 67, 69, 76, 78, 83, 85, 86, 94, 96, 98L	4, 5, 6, 15, 24, 28, 30, 35, 40, 42 through 46, 50, 53, 55, 66, 67, 73, 82, 83, 85, 87, 93, 94 through 98R
	(Very early printings may show a trace remaining on 61, 68L and 21, 61, 81, 91R)	
2 Early	12, 13, 15, 19, 23, 25, 34, 37, 43, 46, 48, 52, 59, 63, 65, 69, 74, 80, 81, 83, 87, 91, 95, 96, 99L	24, 26 through 30, 39, 41, 45, 47, 50, 58, 59, 60, 62, 64, 65, 69, 83, 84, 85, 87, 94, 95, 97, 98R
2 Late	12, 13, 15, 19, 23, 25, 34, 37, 43, 46, 52, 59, 63, 65, 69, 80, 81, 83, 84, 85, 87, 91, 95, 96, 99L	24, 26 through 30, 39, 41, 45, 47, 50, 58, 59, 60, 62, 64, 65, 69, 83, 84, 85, 87, 94, 95, 97, 98R
3	22, 23, 24, 27, 30, 42, 46, 48, 65, 74, 83, 84, 85, 87, 88, 95L	7, 9, 10, 13, 20 through 24, 26, 27, 29, 37, 41 through 49, 52, 61, 62, 63, 64, 66, 67, 68, 71, 75, 76, 81 through 84, 87, 89 through 96, 98R
5 Early	21, 22, 23, 27, 29, 36, 38, 39, 43, 46, 47, 48, 60, 61, 64, 68, 69, 82, 83, 92, 98L	20, 46, 48, 50, 67R
5 Late	21, 23, 39, 43, 47, 60, 64L	46, 47R
0	14, 18, 22 through 26, 28, 30, 33, 36, 41, 46, 48, 50, 52, 58, 64, 68, 70, 73, 78, 80, 82, 85, 86, 89, 90, 91, 94, 96, 98, 99L	12, 15, 21, 23, 27, 28, 34, 35, 41, 45, 46, 47, 49, 51, 55, 61, 63, 64, 66, 70, 72, 74, 76, 81, 82, 95, 98, 99R

Plate	Left Pane	Right Pane
Variety #12	TWO VERTICAL LINES RECUT IN UPPER LEFT TRIANGLE	Positions Recut: 79
1 Early	23, 25 through 29, 42, 87L	49, 87R
1 Intermediate	25, 28, 86L	49, 87R
1 Late	7, 9L	65, 75R
2 Early	29, 38, 44, 47, 50, 61, 68, 72, 82, 84, 88, 89, 90, 94, 97L	20, 25, 67, 82, 88, 90, 100R
2 Late	38, 47, 50, 61, 68, 69, 90, 94, 97L	20, 90, 100R
3	28, 50, 62, 81L	25, 65, 99R
5 Early	63L	86R
0	43, 45, 62, 63, 67, 69, 87, 88, 92, 93L	24, 29, 30, 43, 48, 69, 86R

Variety #13	THREE VERTICAL LINES RECUT IN UPPER LEFT TRIANGLE	Positions Recut: 25
1 Early	None	50R
1 Intermediate	None	50R
1 Late	None	27, 49, 86R
2 Early	21, 24, 27, 28, 41, 64, 85, 98L	66R
2 Late	21, 27, 28, 41, 98L	66R
3	82L	30R
0	29, 49L	50R

Variety #14	FIVE VERTICAL LINES RECUT IN UPPER LEFT TRIANGLE	Positions Recut: 2
1 Late	95L	None
0	47L	None

	ONE VERTICAL LINE RECUT IN UPPER RIGHT TRIANGLE	
Variety #15		Positions Recut: 8
2 Early	82L	None
2 Late	82L	None
3	45L	86R
0	21, 47, 68, 70L	None

Variety #16	ONE VERTICAL LINE RECUT IN LOWER LEFT TRIANGLE	Positions Recut: 40
1 Late	9, 33, 47, 49, 52, 66, 85L	5, 33, 76R
2 Early	18, 94L	None
2 Late	18L	None
3	82L	6, 13, 14, 26, 32, 41, 42, 43, 51, 84, 95R
5 Early	24L	None
0	37, 52, 58, 59, 82, 90, 91, 92, 98L	1, 28, 53, 96, 98R

Variety #17	ONE VERTICAL LINE RECUT IN LOWER RIGHT TRIANGLE	Positions Recut: 59
1 Late	6, 39, 49, 65, 88, 97L	None
2 Early	None	5, 15, 20, 50, 63, 70, 86, 87R
2 Late	None	Same as Plate 2 Early
3	56L	17, 32, 36, 38, 61, 62, 65, 82, 91, 95R
5 Early	47, 48, 50, 68, 70, 87, 96, 100L	81R
5 Late	48L	None
0	20, 29, 30, 35, 37, 45, 47, 55, 62, 67, 72, 89L	19, 29, 41, 81R

Variety #18	TWO VERTICAL LINES RECUT IN LOWER RIGHT TRIANGLE	Positions Recut: 1
0	47L	None

Variety #19	RECUT BUST AND MEDALLION CIRCLE	Positions Recut: 1
6	None	47R

Variety #20	RECUT BUTTON	Positions Recut: 1
2 Late	None	10R

Plate	Left Pane	Right Pane
TWO HORIZONTAL LINES RECUT AT TOP OF UPPER RIGHT		
Variety #21	DIAMOND BLOCK	Positions Recut: 5
1 Early	None	21, 23, 29, 30R
1 Intermediate	None	30R
ONE HORIZONTAL LINE RECUT AT BOTTOM OF LOWER LEFT		
Variety #22	DIAMOND BLOCK	Positions Recut: 1
2 Early	None	34R
LEFT INNER LINE RUNS UP TOO FAR		
Variety #23		Positions Recut: 18
1 Early	79L	None
1 Intermediate	79L	None
1 Late	68L	25, 39, 94, 95R
2 Late	92L	None
3	12, 64, 77, 97L	None
0	7, 8, 42, 47, 74, 93L	None
LEFT INNER LINE RUNS DOWN TOO FAR		
Variety #24		Positions Recut: 21
1 Early	28, 84L	None
1 Intermediate	28, 84L	None
1 Late	28 (trace), 85L	None
2 Early	58, 98, 100L	None
2 Late	58, 92, 98, 100L	None
3	10, 32, 40, 77L	None
0	5, 45, 87, 93L	None
RIGHT INNER LINE RUNS DOWN TOO FAR		
Variety #25		Positions Recut: 14
1 Late	18, 24, 50, 68, 90, 100L	27R
2 Early	None	62, 65, 100R
2 Late	None	62, 65R
0	45, 71L	None
VERTICAL LINE TIES UPPER LEFT CORNER OF UPPER LEFT		
Variety #26	DIAMOND BLOCK TO TOP FRAME LINE	Positions Recut: 2
2 Early	None	45R
2 Late	None	45R
TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED AT TOP		
Variety #27		Positions Recut: 18
1 Late	31, 32, 96L	60R
2 Early	26, 44, 48, 52, 84L	66R
2 Late	52L	6, 92R
4	76L	28, 87R
0	15, 37L	None
TOP LABEL & UPPER LEFT DIAMOND BLOCK JOINED AT TOP		
Variety #28		Positions Recut: 6
1 Late	79L	14R
2 Early	None	6, 100R
2 Late	None	6, 100R
BOTTOM LABEL & LOWER RIGHT DIAMOND BLOCK JOINED AT BOTTOM		
Variety #29		Positions Recut: 10
1 Late	None	14R
2 Early	17L	None
2 Late	17L	None
3	52L	None
4	24, 52, 65, 78L	71, 77R

Plate	Left Pane	Right Pane
LINE TIES TOP OF UPPER LABEL TO UPPER RIGHT DIAMOND		
Variety #30	BLOCK & EXTENDS TO FRAME LINE	Positions Recut: 8
2 Early	19L	6, 99R
2 Late	19L	6, 99R
4	None	28R
0	None	68R

TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED		
Variety #31	AT TOP & BOTTOM	Positions Recut: 1
4	None	68R

HORIZONTAL LINE JOINS UPPER RIGHT DIAMOND		
Variety #32	BLOCK TO RIGHT FRAME LINE	Positions Recut: 3
3	None	83R
4	31L	None
0	None	68R

HORIZONTAL LINE TIES UPPER RIGHT DIAMOND BLOCK		
Variety #33	TO UPPER LEFT DIAMOND BLOCK OF NEXT STAMP	Positions Recut: 4
2 Early	None	99 & 100R (early impressions only)
0	None	95 & 96R
(Note: both stamps are needed to show this recut.)		

DIAGONAL LINE RUNS FROM UPPER RIGHT CORNER OF TOP LABEL		
Variety #34	ACROSS DIAMOND BLOCK NEARLY TO FRAME LINE	Positions Recut: 1
5 Late	96L	None

RECUT COMBINATIONS ON STAMPS HAVING TWO INNER LINES AND ONE VERTICAL LINE RECUT IN THE UPPER LEFT TRIANGLE

Variety Combinations:

1+11+15: ONE LINE RECUT IN UPPER RIGHT TRIANGLE

Plate 0: 68, 70L

1+11+16: ONE LINE RECUT IN LOWER LEFT TRIANGLE

Plate 1 Late: 49, 66, 85L, 5R

Plate 3: 13, 26, 41, 42, 84, 95R

1+11+16+17: ONE LINE RECUT IN LOWER LEFT TRIANGLE; ONE LINE IN LOWER RIGHT TRIANGLE

Plate 1 Late: 49L

Plate 3: 95R

1+11+16+24: ONE LINE RECUT IN LOWER LEFT TRIANGLE; LEFT INNER LINE DOWN TOO FAR

Plate 1 Late: 85L

1+11+17: ONE LINE RECUT IN LOWER RIGHT TRIANGLE

Plate 2 Early: 50, 87R

Plate 2 Late: 50, 87R

Plate 3: 61, 62, 82, 91, 95R

Plate 5 Early: 47, 48, 68L

Plate 0: 30, 89L; 41, 81R

1+11+24: LEFT INNER LINE RUNS DOWN TOO FAR

Plate 1 Early: 84L

1+11+25: RIGHT INNER LINE RUNS DOWN TOO FAR

Plate 2 Early: 62, 65R

Plate 2 Late: 62, 65R

1+11+26: UPPER LEFT CORNER OF UPPER LEFT DIAMOND BLOCK JOINS LEFT END OF TOP FRAME LINE

Plate 2 Early: 45R

Plate 2 Late: 45R

1+11+27: TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED AT TOP

Plate 1 Late: 96L

Plate 2 Early: 48, 52L

Plate 2 Late: 52L

1+11+30: LINE TIES TOP LABEL TO UPPER RIGHT DIAMOND BLOCK & EXTENDS OUT TO FRAME LINE

Plate 2 Early: 19L

Plate 2 Late: 19L

1+11+32: LINE CONNECTS UPPER RIGHT DIAMOND BLOCK TO RIGHT FRAME LINE

Plate 3: 83R

1+11+33: LINE TIES TOP OF UPPER RIGHT DIAMOND BLOCK TO UPPER LEFT DIAMOND BLOCK OF ADJACENT STAMP

Plate 2 Early: 99 & 100R (shows only on very early impressions).

Plate 0: 95 & 96R

RECUT COMBINATIONS ON STAMPS HAVING TWO INNER LINES AND TWO LINES RECUT IN UPPER LEFT TRIANGLE

1+12+15: ONE LINE RECUT IN UPPER RIGHT TRIANGLE

Plate 2 Early: 82L

1+12+16: ONE LINE RECUT IN LOWER LEFT TRIANGLE

Plate 1 Late: 9L

Plate 2 Early: 94L

Plate 0: 92L

1+12+17: ONE LINE RECUT IN LOWER RIGHT TRIANGLE

Plate 2 Early: 20R

Plate 2 Late: 20R

Plate 3: 65R

Plate 0: 45, 62, 67L; 29R

1+12+23+24: LEFT INNER LINE RUNS BOTH UP AND DOWN TOO FAR

Plate 0: 93L

1+12+24: LEFT INNER LINE RUNS DOWN TOO FAR

Plate 1 Early: 28L

Plate 1 Intermediate: 28L

Plate 0: 45, 93L

1+12+17+24+25: ONE LINE RECUT IN LOWER RIGHT TRIANGLE; BOTH INNER LINES RUN DOWN TOO FAR

Plate 0: 45L

1+12+25+28: RIGHT INNER LINE RUNS DOWN TOO FAR; TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED

Plate 2 Early: 100R

1+12+27: TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED

Plate 2 Early: 44, 84L

1+12+28: TOP LABEL & UPPER LEFT DIAMOND BLOCK JOINED

Plate 2 Late: 100R

RECUT COMBINATIONS ON STAMPS WITH TWO INNER LINES & THREE LINES RECUT IN UPPER LEFT TRIANGLE

1+13+16: ONE LINE RECUT IN LOWER LEFT TRIANGLE

Plate 3: 82L

1+13+17: ONE LINE RECUT IN LOWER RIGHT TRIANGLE

Plate 0: 29L

1+13+24: LEFT INNER LINE RUNS DOWN TOO FAR

Plate 2 Early: 98L

Plate 2 Late: 98L

1+13+27: TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED AT TOP

Plate 2 Early: 66R

MISCELLANEOUS RECUT COMBINATIONS ON STAMPS WITH TWO INNER LINES

14+15+17+23: FIVE LINES RECUT IN UPPER LEFT TRIANGLE; ONE LINE RECUT IN UPPER RIGHT TRIANGLE; ONE LINE RECUT IN LOWER RIGHT TRIANGLE; LEFT INNER LINE RUNS UP TOO FAR

Plate 0: 47L

16+17: ONE LINE RECUT IN LOWER LEFT TRIANGLE; ONE LINE RECUT IN LOWER RIGHT TRIANGLE

Plate 3: 32, 95R

16+17+27: ONE LINE RECUT IN BOTH LOWER LEFT AND LOWER RIGHT TRIANGLES; TOP LABEL & UPPER RIGHT DIAMOND BLOCK JOINED

Plate 0: 37L

23+24: LEFT INNER LINE RUNS BOTH UP & DOWN TOO FAR

Plate 2 Late: 92L

Plate 3: 77L

Plate 0: 93L

23+25: LEFT INNER LINE RUNS UP TOO FAR; RIGHT INNER LINE RUNS DOWN TOO FAR

Plate 1 Late: 68L

28+29: TOP LABEL & UPPER LEFT DIAMOND BLOCK JOINED; LOWER LABEL & LOWER RIGHT DIAMOND BLOCK JOINED

Plate 1 Late: 14R

28+30: TOP LABEL JOINED TO BOTH DIAMOND BLOCKS; LINE EXTENDS OUT TO RIGHT FRAME LINE

Plate 2 Early: 6R

Plate 2 Late: 6R

COMBINATIONS & VARIETIES ON STAMPS WITH NO INNER LINES OR ONLY ONE INNER LINE

2+11+21: NO INNER LINES; ONE LINE RECUT IN UPPER LEFT TRIANGLE; TWO HORIZONTAL LINES RECUT AT TOP OF UPPER RIGHT DIAMOND BLOCK

Plate 1 Early: 21R

2+21: NO INNER LINES: TWO HORIZONTAL LINES RECUT AT TOP OF UPPER RIGHT DIAMOND BLOCK

Plate 1 Early: 21, 23, 29, 30R

Plate 1 Intermediate: 30R

3+11: INNER LINE AT RIGHT ONLY; ONE LINE RECUT IN UPPER LEFT TRIANGLE

Plate 1 Early: 46, 47, 65, 69R

Plate 1 Intermediate: Same as Plate 1 Early, but may be extremely faint.

3+12: INNER LINE AT RIGHT ONLY; TWO LINES RECUT IN UPPER LEFT TRIANGLE

Plate 1 Early: 49, 87R

Plate 1 Intermediate: 49, 87R

4+11: INNER LINE AT LEFT ONLY; ONE LINE RECUT IN UPPER LEFT TRIANGLE

Plate 1 Early: 61, 63, 81R

Plate 1 Intermediate: 61, 63, 81R

8+11: ONE EXTRA LINE AT RIGHT; ONE LINE RECUT IN UPPER LEFT TRIANGLE; LEFT FRAME LINE REPLACES LEFT INNER LINE

Plate 3: 88L

MISPLACED RELIEFS

Plate	Relief	Left Pane	Right Pane
1 Early	A	89	None
	C	21, 43	8, 9, 46
1 Intermediate	A	1, 2, 3, 4, 6, 7, 8, 9, 10, 84, 92	3, 4, 5, 7
	C	63	10, 44
1 Late	A	5, 6	None
	C	None	8, 10
2 Early	A	1, 5, 6	1, 3, 6, 8, 9, 10
	C	3, 4, 8, 9, 10	2, 4, 5, 7
2 late	—	No misplaced reliefs on this plate	
0	C	2, 6, 7, 10	3, 8, 9
3	C	None	10
4	—	No misplaced reliefs on this plate	
5 Early	A	1	8
	C	None	3, 5, 6, 9
5 Late	A	68, 70, 88, 91, 92, 93, 95, 96, 97, 98, 99, 100	47, 67, 91, 92, 93, 95, 96, 97, 98, 99, 100
	B*	58, 78	57
	C	1, 2, 6, 7, 8, 60	2, 3, 5, 6, 7, 9, 10, 37, 68
6	A	None	96
	C	21, 41, 67, 70	26, 27, 42, 44, 47, 61, 62, 64, 66, 67, 68
7	—	No misplaced reliefs on this plate	
8	C	21	None

*Note: It is interesting to note that the three positions on Plate 5 Late are the only instances in which a "B" relief was entered in place of the normal relief.

MISPLACED RELIEFS SHOWING RECUTTING OF THE UPPER LEFT TRIANGLE

43L1 (e); 46R1 (e); 10R3; 60L5 (1)

MISPLACED RELIEF SHOWING RECUTTING OF OTHER TRIANGLES

6L1 (1) —one line recut in lower right triangle

MISPLACED "C" RELIEFS SHOWING MAJOR RECUT VARIETIES

43L1 (1); 46R1 (1); 7L0; 60L5 (1); 47R6; 10R3; 5R2 (e)

MISCELLANEOUS INFORMATION REGARDING MISPLACED RELIEFS

"C" relief used in place of "A" relief: 60L5 (1) and 37R5 (1)
 "B" relief used in place of "A" relief: 58, 78L5 (1) and 57R5 (1)
 "A" relief used in place of "B" relief in 53 positions, as follows:
 Plate 1 (e): 89L
 Plate 1 (i): 1, 2, 3, 4, 6, 7, 8, 9, 10, 84, 92L; 3, 4, 5, 7R
 Plate 1 (l): 5, 6L
 Plate 2 (e): 1, 5, 6L; 1, 3, 6, 8, 9, 10R
 Plate 5 (e): 1L; 8R
 Plate 5 (l): 68, 70, 88, 91, 92, 93, 95-100L; 47, 67, 91, 92, 93, 95-100R
 Plate 6: 96R

"C" relief used in place of "B" relief in 140 positions, as follows:

Plate 1 (e) : 21, 43L; 8, 9, 46R

Plate 1 (i) : 63L; 10, 44R

Plate 1 (I) : 8, 10R

Plate 2 (e) : 3, 4, 8, 9, 10L; 2, 4, 5, 7R

Plate 0 : 2, 6, 7, 10L; 3, 8, 9R

Plate 3 : 10R

Plate 5 (e) : 3, 4, 6, 9R

Plate 5 (I) : 1, 2, 6, 7, 8, L; 2, 3, 5, 6, 7, 9, 10, 68R

Plate 6 : 21, 41, 67, 70L; 26, 27, 42, 44, 47, 61, 62, 64, 66, 67, 68R

Plate 8 : 21L

Also used on all top row positions on plates 4, 6, 7, and 8

MISPLACED "A" RELIEFS WITH POSITION DOTS MISSING

Plate 1 Intermediate: 10L

Plate 2 Early: 10R

MISPLACED "C" RELIEFS WITH POSITION DOTS MISSING

Plate 1 Intermediate: 10R

Plate 1 Late: 10R

Plate 0 : 10L

Plate 3 : 10R

Plate 5 Late: 10R

MISPLACED "C" RELIEFS WITH DOUBLE POSITION DOTS

Plate 1 Late: 8R

Plate 6 : 1, 2, 3, 4, 7, 8, 10L; 1, 2, 3, 4, 6, 7R

Plate 7 : 1, 2, 3, 4, 6, 7, 8, 9L; 1, 2, 4, 5, 6, 7, 8, 9, 10R

Plate 8 : 8, 9R

MISPLACED "C" RELIEFS WITH TRIPLE POSITION DOTS

Plate 6 : 5, 6, 9L; 5, 8, 9, 10R

MISPLACED "C" RELIEFS WITH ACCIDENTAL DOTS

Plate 6 : 3, 4, 5, 6, 7L; 7, 9R

Plate 7 : 7L; 1R

Plate 8 : 7L

POSITION DOTS ON "B" RELIEF STAMPS

POSITION DOTS MISSING

Plate 1 (e) : 10, 26, 27, 67, 68, 88L; 10, 25, 26, 45R

Plate 1 (i) : 10, 26, 27, 67, 68, 88L; 10, 25, 26, 45, 86R

Plate 1 (I) : 10, 26, 27, 47, 67, 68, 88L; 10, 25, 45, 86R

Plate 2 (e) : 2, 46, 81L; 10, 47, 87R

Plate 2 (I) : 2, 46L; 10, 47, 87R

Plate 3 : 1, 10, 21, 27L; 10, 43, 48, 88R

Plate 0 : 10, 21, 22, 27, 41, 82, 87L; 4, 10, 26, 48, 83R

Plate 4 : 46, 65R

Plate 5 (e) : 4, 24, 26, 66, 87L; 1, 10, 43, 63R

Plate 5 (I) : 4, 26, 66, 87L; 1, 10R

Plate 6 : 87L; 87R

Plate 7 : None

Plate 8 : 47L

DOUBLE POSITION DOTS

Plate 1 (e) : 24L; 29R

Plate 1 (i) : 24L; 29R

Plate 1 (I) : 24, 46L; 8R

Plate 2 (e) : 47, 64, 88L; 23, 46, 83R

Plate 2 (I) : 47, 64, 88L; 21, 23, 46, 83R

Plate 0 : 9, 44L; 69R

Plate 3 : 45, 65R

Plate 4 : None

Plate 5 (e) : 41, 63, 64L; 82R

Plate 5 (I) : 63, 64L; 82R

Plate 6 : 1, 2, 3, 4, 7, 8, 10L; 1, 2, 3, 4, 6, 7R (Misplaced "C" reliefs)

Plate 7 : 1, 2, 3, 4, 6, 7, 8, 9, L; 1, 2, 4, 5, 6, 7, 8, 9, 10R (Misplaced "C" reliefs)

Plate 8 : 8, 8R (Misplaced "C" reliefs)

TRIPLE POSITION DOTS

Plate 5 (c): 9L
 Plate 5 (l): 9L
 Plate 6: 5, 6, 9L; 5, 8, 9, 10R (Misplaced "C" reliefs)

POSITIONS SHOWING ACCIDENTAL DOTS

Plate 1 (c): 55R
 Plate 1 (i): 55R
 Plate 1 (l): 55R
 Plate 2 (c): 29, 97R
 Plate 2 (l): 97R
 Plate 0: 58 & 69R (Midway between stamps, at left end between diamond and label blocks)
 Plate 4: 55, 75, 100L; 94R
 Plate 5 (c): 34L; 9, 53, 73R
 Plate 5 (l): 34L; 9, 53, 73R
 Plate 6: 3, 4, 5, 6, 7, 11L; 7, 9R (All dots at U. L. corners; 9R6 shows double dots)
 Plate 7: 7L; 1R
 Plate 8: 7L

DOUBLE TRANSFERS (Total 163)

Plate	Left Pane	Right Pane
1 Early	3, 5, 13	2, 7, 12, 14, 22
1 Intermediate	3, 5, 13, 45, 62, 72, 73, 74, 75, 82, 83, 84, 85, 92	2, 7, 12, 14, 22, 34, 44, 64, 92, 95, 98
1 Late	3, 5, 10, 11, 21, 31, 33, 37, 51, 55, 56, 62, 66, 74, 75, 83, 85, 92	2, 3, 8, 9, 12, 22, 34, 64, 70, 71, 80, 90, 92, 95, 98
2 Early	2, 9, 15, 19, 25	3, 5, 6, 9, 16, 26, 66
2 Late	2, 4, 9, 14, 19, 24, 82, 92	3, 6, 7, 16, 26, 66, 87, 97
0	1, 11, 15, 45	2, 3, 4, 9, 12, 13, 14, 19
3	1	6, 16
4	None	9
5 Early	1, 2, 3, 4, 7, 11, 15	4, 7, 14, 24, 68, 96
5 Late	2, 3, 7, 21, 22, 23, 24, 29, 81, 82, 83, 91, 92, 93	4, 14, 24, 77, 84, 86, 87, 91, 95, 96
6	None	4, 6, 7, 8, 10, 14, 18
7	9	8, 9
8	6, 7, 8, 10	2, 10

S5 RESEARCH

Mr. J. A. Farrington submits an S5 with a two line recut in the upper left triangle, which is illustrated herewith. The plate position is unknown, although it is almost certain that the stamp is not from Plate 15, which contains all the other known recut triangles except the five-line recut.



LODGE P. O., FULTON COUNTY, KENTUCKY

Figure 1 illustrates a remarkable cover submitted by Mr. Alan T. Atkins, the well known authority on Kentucky postal history. The term "remarkable" is used advisedly for the following reasons:

1. The townmark was pre-printed on the envelope, together with the sender's corner card.
2. The postmaster violated regulations in not including the month and day, even in manuscript.
3. The townmark contains the name of the county.
4. Both the town name and the corner card are Masonic-related. The corner card is that of the postmaster (and town-founder), Robert Morris, a prominent pioneer Mason of Kentucky. His name is inscribed on a trowel, a Masonic symbol, with the initials "K. T." (Knight Templar?). It is believed that Mr. Morris named the town "Lodge" as a compliment to the Masonic fraternity.

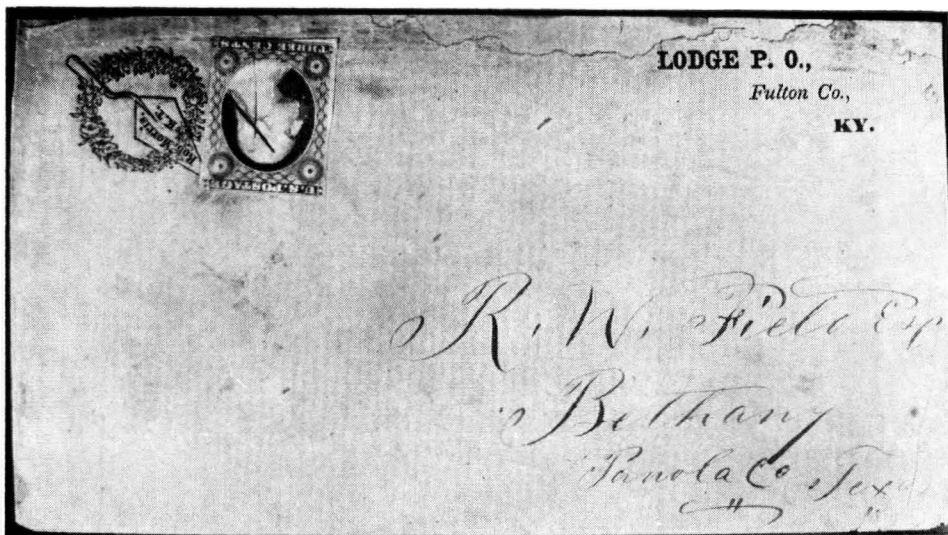


Figure 1

The rise and fall of the Lodge postoffice is intriguing in itself. It was established on January 17, 1855, and between that date and July of that year Mr. Morris' compensation as postmaster was \$21.51. In the 1857 *Federal Register* his compensation is \$1,186.46! For two quarters in 1859 it was \$6.16. In the 1861 *Register*, Samuel L. Fuller has replaced Morris as postmaster; his compensation was \$13.63. In the 1863 edition is a note that the postoffice was discontinued on February 25, 1863, and no returns were made by the postmaster. Query: What was going on at Lodge in 1856-57 that made it the sixth most active postoffice in the state, rivaling Lexington in volume of mail? Why did the activity suddenly stop in 1858-59?

Mr. Atkins advises that Robert Morris founded the Order of the Eastern Star and that he later lived at La Grange, Kentucky, to which Masons and Eastern Star members often make pilgrimages in his memory.

THREE OAKS, MICHIGAN

At *Chronicle* 75:122, we reported that a question had been raised as to the authenticity of an obliterator from Three Oaks, Michigan (*Chronicle* 74:74). The owner of this marking, Mr. R. K. Waite, now submits a photostat of a certificate from the American Philatelic Expertization Service stating that this marking is "genuine in all respects."



Figure C

3c 1857, PLATE 16 IMPRINT

The excellent set of photos of S4 and S5 imprints from Dr. Chase's collection which were made available some time ago and purchased by many platers has been up-dated as new discoveries have been made. Notable was the finding that imprint "M" is Plate 12R and that imprint "J" is most probably Plate 22L. These have been previously reported in the *Chronicle*.

Recently, the two bottom stamps on the photo of the left imprint of Plate 16 have been questioned. Mr. T. W. Simpson has found a stamp marked 61L16 in what appears to be Dr. Chase's hand, and Mr. T. J. Alexander has one marked 51L16 which is clearly in Dr. Chase's handwriting. Neither of these match the 51-61L16 of the photo of the entire imprint, yet they match each other and match as a tie to the 41L16 shown on the photo.

Figure C shows what are believed to be the correct 51-61L16 positions. A careful rechecking of the photo positions which are incorrectly labeled 51-61L16 indicates that they are in fact 51-61L9^E.

REPRINTS OF THE 1857-60 ISSUE

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

In 1875 the Post Office Department ordered the Continental Bank Note Company to produce a set of reprints of the 1857-60 issue. For the 1c, 3c, 10c, and 12c new plates of 100 subjects were made. For the other four denominations, the 5c, 24c, 30c, and 90c, the original plates were utilized. All were issued without gum, on white paper, and were invalid for postage. Ten thousand of each value were produced and these were to be sold at face value at the Centennial Exposition of 1876 in Philadelphia. To say that the sales were disappointing would be an understatement, for, of the 80,000 stamps on hand only 7611 were sold; the remainders were destroyed.

How have these reprints fared over the years? A summary of catalog prices for the last 20 years (1953-1972) plus other information in the following tables reveal some interesting facts and inconsistencies.

Face Value	% of Cost of Set	Reprints Sold	% of Total Sold	Total Cost	% of Total Cost	1953	1972	20 Year % Gain	% 1972 set
						Cat. Value	Cat. Value		Cat. Value
1c	0.6	3846	50.5	38.46	4.5	27.50	160.00	582	3.0
3c	1.7	479	6.3	14.37	1.6	80.00	800.00	1000	14.9
5c	2.9	878	11.5	43.90	5.0	30.00	300.00	1000	5.6
10c	5.7	516	6.8	51.60	5.9	47.50	550.00	1158	10.3
12c	6.9	489	6.4	58.68	6.8	55.00	600.00	1143	11.2
24c	13.7	479	6.3	104.96	12.2	72.50	675.00	931	12.7
30c	17.1	480	6.3	144.00	16.8	77.50	950.00	1226	17.9
90c	51.4	454	5.9	408.60	47.2	120.00	1300.00	1125	24.4
\$1.75	100.0%	7611	100.0%	\$864.57	100.0%	\$510.00	\$5335.00	1046%	100.0%

Isn't it strange how these stamps have performed in relation to one another? The 30c shows the best percentage gain while the 24c (1 fewer sold) has the second poorest record (after the 1c). Based on the number sold, logic dictates that the 3c, 24c, and 30c should be worth the same, and the 12c almost as much. But this is not the case. There were eight times more 1c sold than 30c, yet the 30c catalogs just six times as much. There were more than half as many 90c sold as 5c, and still the 90c catalog value is more than four times that of the 5c.

One final odd note: multiples are known for four values only. Pairs for the 1c, 5c, 10c, and 12c; a strip of 4 (vertical with imprint and plate #) for the 5c. Blocks of 4 for the 1c. All other denominations are known only as singles.

S5 RESEARCH—THE TOP ROWS

Ye Ed has recently obtained the top row reconstructions assembled by the late A. S. Wardwell. Mr. Wardwell had assigned specific plate positions to virtually all of Dr. Chase's T-numbers. Most of these have heretofore been reported in the *Chronicle* by possible plate number without a position or as being from an unknown plate. If Mr. Wardwell's system is correct, there are but 48 top row stamps that have not been definitely located. Unfortunately, we do not have any of his correspondence or other notes that would contain the proof of this plating.

In *Chronicle* 43:7, Mr. Tracy W. Simpson sought to identify collectors who were actively working on S5 plating. With Mr. Wardwell's proposed plating before us, it seems appropriate to re-establish this research group to determine if the system can be confirmed. If you are working on the S5 top row reconstructions and would like to participate with others similarly situated, please let the section editor know.

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

BISECTS OF THE 3c 1851—ADDENDA

Three more bisect covers have been reported, as follows:

<i>Origin</i>	<i>Destination</i>	<i>Postmark & Comments</i>	<i>Date</i>	<i>Authority</i>
San Francisco, Cal.	Centerville, R. I.	C: SAN FRANCISCO Cal. 16 APR and PAID used with block of 3 and UL diag. half in place of 4th stamp	April 16 '55	PF Cert.
San Francisco, Cal.	Unknown	Direction of bisection not known; listed by Luff as used on circular	May 30 '53	
Unknown	Mt. Holyoke Sem., So. Hadley, Mass.	No postmark. Ms. "1 Newspaper." Uncancelled UL diag. bisect on wrapper found with Baldwin-Alexander corr. (Hawaii-U. S.) lot 499, Siegel, June 23, 1971	Unknown	

Susan McDonald has questioned the existence of the final bisect on the list in *Chronicle* No. 76 because there was no 5c rate to New Brunswick during the period. She suggests that Dr. Chase misread his notes and that the stamp actually bisected on this cover is a 12c, not a 3c. The details, as reported by Dr. Chase, exactly correspond to those of the second cover listed in the "Lower Left" section of the 12c bisect list on p. 124 of *Chronicle* No. 75. The cover should be deleted from the list of 3c bisects and a notation made in the Chase book.

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

At the time these notes are being written, the Period Editor has not yet seen the 1973 *Scott's United States Stamp Catalog, Specialized*. We have seen, however, the 1973 edition of Volume I of the *Scott Standard Postage Stamp Catalog*, which includes the listings for United States stamps. The reason for comment is the important changes made in the 1861 section, with respect to the so-called "First Designs" which designation has now been deleted. The important change, which is certainly a considerable improvement, is that the listings for the *used* 10 cent and 24 cent stamps, Scott Nos. 58 and 60 have been deleted; a new listing, No. 62B, has been added for the type I 10c stamp, which is listed both used and unused, and the used 24c shades previously listed under No. 60, on thinner (or, at least, more transparent) paper, have been transferred to be listed as Nos. 70c and 70d. A footnote has been added after No. 62B to the effect that No. 62B, unused, "cannot be distinguished from No. 58, which does not exist unused."

We strongly suspect that these changes may be taken, in a manner of speaking, as a memorial to the late Elliott Perry, for his last major writing effort for publication dealt with these matters. This appeared in four installments in *The Essay Proof Journal*, Whole Nos. 108 through 111 (Fall, 1970, through Summer, 1971 issues) under the title "The Whole Truth," with a subtitle "About the so-called First Designs or Premiere Gravures or August Issue of the United States, 1861." In this same journal, Whole No. 113 (Winter 1972), Mr. Cyril F. dos Passos, LL.B., D. Sc., published an article "A Summation of 'The Whole Truth' by Elliott Perry," wherein a detailed revision of the listings for the 1861 issue is suggested for catalogs such as those published by Scott.

The major points made by the listings were that the stamps from essay or "sample" sheets from which the new Scott listings 55 through 62 came, should be moved to the essay section of the catalogs, and the 3c lake and 3c scarlet issues, now Scott Nos. 66 and 74, be transferred to the section listing trial color proofs.

Very little of this was done, but the new Scott listings do make a logical separation as to the nature of these issues, to a degree. The removal of the used 10c and 24c stamps from the small type listings of Nos. 55 through 62 means that the remaining listings group all the stamps from the printings of finished stamps in sheets made in the summer of 1861 by the National Bank Note Co. to comply with the specifications for securing the final contract award. Presumably, these are on thinner or less opaque paper than were the stamps regularly issued at a later date, and which were of a changed design for most of the values. The listing of the 10c type I, stamp, No. 62B, both mint and used, is still a bit confusing, because of the note under No. 62 that "The paper of Nos. 55-62 is thin and semi-transparent. That of the following issues is thicker and more opaque." Disregarding for the moment the Scott comment concerning whether Nos. 55-62 were regularly issued, the next item is No. 62B. A note follows this listing to the effect, as noted above, that unused copies of No. 62B cannot be distinguished from unused copies of No. 58.

So, our question is, if the paper of No. 58 is thinner and more transparent than that of No. 62B, then why cannot unused copies be distinguished from one another? Does the gum interfere, and is the gum the same for the two items?

The Period Editor is primarily a postal historian, and knows little or nothing regarding the items listed by Scott as Nos. 55-62. He has never, even on the few opportunities offered, even bothered to examine any of them. From reading the large amount of material published, which Mr. Perry's series sum-

marized quite well, we believe, we certainly agree that Scott's Nos. 55-62, and also Nos. 66 and 74, were never regularly issued as postage stamps over a U. S. Post Office counter. The fact that a few of these exist with cancellations means nothing. It is obvious that any labels which bear a close resemblance to regularly issued U. S. stamps, and this includes counterfeit stamps, can be used successfully (if illegally) as stamps. The key criterion is that the item closely resembles what is well known and recognized to be a genuine stamp. Carrying this idea a bit further, then the criterion for recognition of Scott Nos. 55-62 as regularly issued postage stamps would be evidence of their use on cover, used in, say, late summer and fall of 1861. This, we know, is not the case, and the deletion of the used listings for Nos. 58 and 60 removes the last shred of defense that any of Nos. 55-62 were ever so used.

We agree with Mr. Perry and Mr. dos Passos—and all the other writers, such as Ashbrook, who have now passed from the scene, that the note after No. 62, which now reads "It is doubtful that Nos. 55-62 were regularly issued" should be changed to read "Nos 55-62 were finished essays prepared by the National Banknote Company to comply with the pre-contract specifications, and were never issued as U. S. postage stamps." The only alternate is to remove Nos. 55-62 from the regular listings.

Richard B. Graham

REFERENCE WORKS ON THE 1861 ISSUE

Noting the list of books and pamphlets concerning or including data on the 1861 issue, Mr. Bert Christian has sent us a copy of his list of references and handbooks, which also includes clippings. Clippings being what they are, full information as to where and when the particular item appeared is not always available.

These lists are given without opinions as to merit, or any description of contents, but are certainly comprehensive enough that we now understand why Mr. Christian has been able to dig out so much data on the stamps of the 1861 issue. Items here do not duplicate those on the previous list in *Chronicle* No. 74.

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Comment

At a later date, a similar listing of reference works will be assembled for the high values (plus additional works on the 5c) of the 1861 issues. It is also expected that additions will be made to the above list. It should be recognized that some published articles were considered, but were not included in the present list, simply because they contain data that is not up to date, or, in the light of subsequent developments, is somewhat misleading. Many of the older articles, included because much of the information contained therein is still useful, also contain data now known to be incorrect. In this respect, there are included several articles and letters to editors stemming from the great premieres gravures controversy of the late 1930's—which lasted until after the end of WW II.

In the meantime, reports of other useful articles not included in this compilation are solicited.

Richard B. Graham

ALABAMA FEDERAL OCCUPATION COVERS

RICHARD B. GRAHAM

The Battle of Mobile Bay, in which Admiral David G. Farragut defeated a Confederate fleet under Admiral Buchanan, took place on Aug. 5, 1864. While this battle closed the post of Mobile to Confederate blockade runners, it did not involve the capture of the city of Mobile. Mobile Bay is over 30 miles deep, and was defended by three brick forts, Morgan, Powell and Gaines, on sand spits or islands on each side of the mouth of the bay. The city of Mobile itself is some 30 miles north of these forts. After the naval battle, the Federals landed troops, and the forts fell shortly. The last to fall was Fort Morgan, on August 23rd.

Mobile was not attacked until in March 1865, when troops under General E. R. S. Canby commenced siege operations against the city, which was strongly fortified, and held by about 10,000 troops and 300 guns against the Federal forces of over 45,000 men. The city surrendered on April 12th, the forts defending it having been previously captured.

We have no record of the date the Mobile post office was reopened by the Federal agents. The official records in the government archives give the first post-master appointment as being that of March 2, 1867, when one Byron P.

Pierce was appointed. Lloyd Bowers was the pre-war postmaster, and is so listed in both the 1861 and 1863 *U. S. Registers*. The 1865 *Register* is not available at this writing, but the 1867 *Register* shows one Lucien Buttles, Special Agent until April 13, as having been postmaster after April 14, 1867—which does not at all agree with the records in the archives.

In any case, covers prove the Mobile office was open before the end of the war, if we assume that the end in that area came with the surrender of Confederate General Richard Taylor's forces to Canby, on May 4, 1865. A cover exists with an 1865 docketing, and Mobile postmark of Apr. 18, addressed to Indiana, and the postmark is the same as on the two covers illustrated with this article.

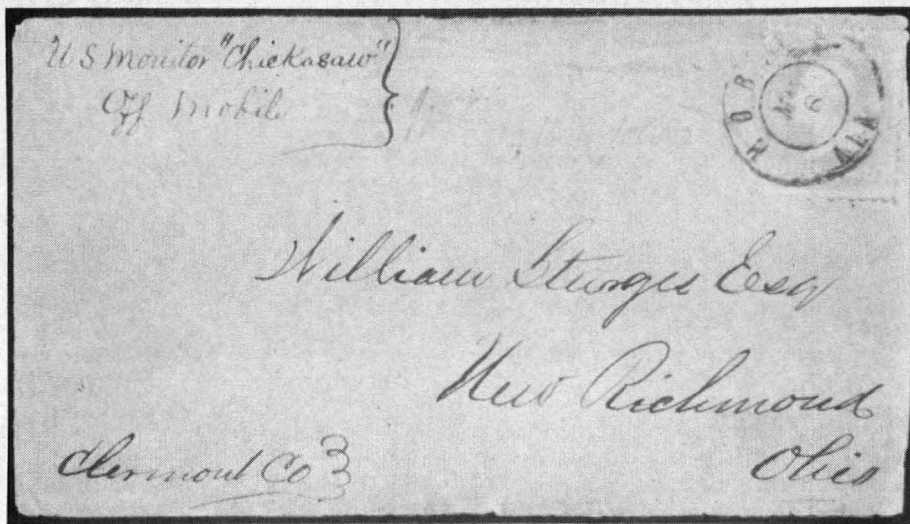


Figure 1

The cover from aboard the U. S. S. *Chickasaw* (Figure 1) is dated on May 6, two days after Taylor's surrender, and the other cover (Figure 2), a handmade patriotic from the 117th Illinois (in the hand lettering on the flag, the "1's" look like "2's" but the records bear out the number as being 117th) bears a faint date believed to be May 18th.

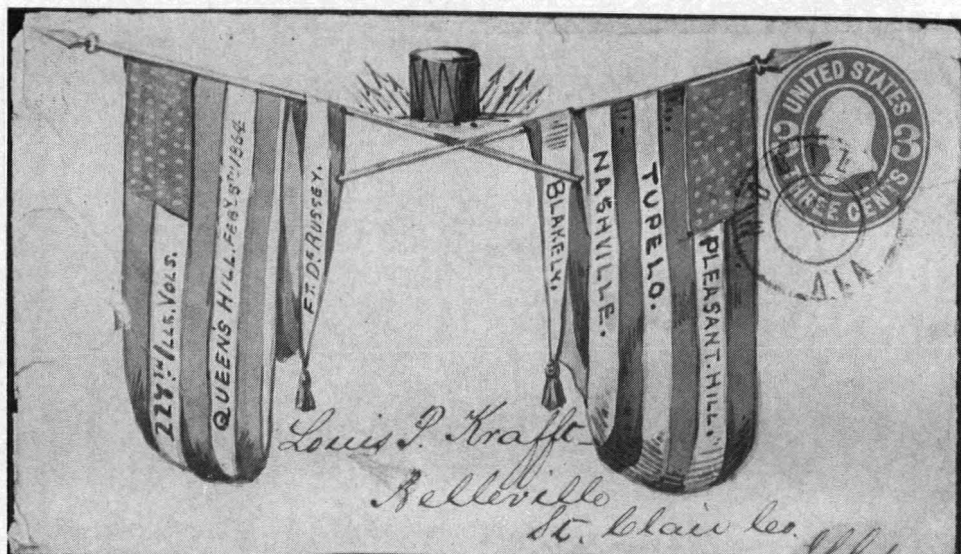


Figure 2

Both the *Chickasaw* and the 117th Illinois were instrumental in the capture of Mobile. The former bore an important part in the Battle of Mobile Bay, and was one of the twin turret ironclad monitors designed and built by James Eads of St. Louis, to his own specifications. The 117th Illinois were instrumental in capturing the key point, Fort Blakely, of the Mobile defenses.

We have seen no other Civil War era Federal occupation covers from Alabama, although Huntsville is a possibility, and Decatur another. However, most of the covers sent north from troops at those points during the war were sent with markings of Tennessee towns.

EARLIEST USE OF GRILLED STAMPS

Josephine P. Stultz's article "Five Covers in a Little Box," which appeared in *Chronicle* No. 76 told about the discovery of what is, at this time, probably a second day of use of the first United States regularly issued grilled stamp, Scott's No. 79, the grilled all over 3c 1867 stamp. With her article, the question was asked concerning the source of the current earliest known date, and it was pointed out that the previously recorded earliest listing was believed to have been made from a cover mailed from Wisconsin. It seemed unusual that the site of the first use should be so far from Washington; most early uses are from the eastern part of the country.

Mr. Henry S. Nowak has now reported an Aug. 13, 1867 use of the grilled all over stamp, used from Buffalo, New York. The Buffalo c. d. s. is the characteristic small single circle marking without year date, that was frequently used after the Civil War, and the cover was forwarded, without additional charge (not possible until July 1, 1866). Most importantly, it contains a letter with a confirming date on the letter heading, of August 13, 1867. Mr. Nowak also jogged our memory concerning a series of articles by the late Lawrence S. Fisher, in the magazine *First Days* (publication of the American First Day Cover Society) which dealt with classic first day covers. In the issue of July-August 1968, Mr. Fisher illustrated and described a cover bearing a 3c "A" grill, with a Richmond, Va. small single circle c. d. s. dated Aug. 13. The year date is proven to be 1867 both by docketing on the cover front, and the heading of an enclosed matching letter. The following issue of the same magazine showed a use of a pair of the 3c "A" grill with a Cleveland, Ohio c. d. s. of Aug. 13. This postmark had a year date of 1867 written in, and the year date of 1867 appeared twice more on the cover in docketing notations. There was, however, no confirming letter.

In our clipping file, we also found an article (*American Philatelist*, probably about 1948) and illustration from the late Stanley B. Ashbrook, announcing the previously earliest known date of use for the 3c grilled all over. This was on a cover from Racine, Wisconsin, with an Aug. 14 c. d. s., which Mr. Ashbrook had accepted as being an 1867 use, without giving his reason. The use from Wheeling, W. Va., matches this date, of course. So, we now have three Aug. 13, 1867 uses, and two Aug. 14 uses reported of the 3c grilled all over. These uses are from, respectively: Buffalo, N. Y., Richmond, Va., Cleveland, Ohio, Wheeling, W. Va., and Racine, Wis. The question of why an earliest known use would occur at a town so far from Washington is thus answered. There is no doubt at all that the grilled all over stamps were simply sent out to fill orders as received, and were used at random in the same way. This supposition also produces a strong possibility that an earlier use than Aug. 13, 1867 will be found. That date was a Tuesday, and it would not at all surprise this writer to hear of an August 12 use, at some town fairly close to Washington, or New York. This idea assumes that the first sheets of grilled stamps were sent out the previous Friday or Saturday.

BOOK REVIEW: THE 1972 CONGRESS BOOK

RICHARD B. GRAHAM

The Congress Book, 1972, Thirty-Eighth American Philatelic Congress, October 27-29, 1972. Edited by James P. Harris. Available from Robert B. Brandeberry, 58 West Salisbury Drive, Wilmington, Delaware 19809.

The first American Philatelic *Congress Book* was issued in 1935, and bore a subtitle "Original Papers on Philatelic Themes Presented by Invitation." The back of the title page contained the index, and it faced the first page of an article by Stanley B. Ashbrook titled "The Twenty Four Cents Violet of 1861." It is easy for an classics collector to guess that the article was critical of the "premieres gravures" listings in the catalog, and was quite controversial for its time and place. The last item in the book was an "Epilogue" or so it was titled, by the late Eugene Klein which explained the purpose of the Congress and of the book. This purpose, of course, was the presentation and eventual publication of original papers on philatelic subjects.

The 1972 *Congress Book* contains a larger number of good articles on classic U. S. stamps or postal history than any other recent issue that we recall. Hence, its review here. As a whole, a critical review is somewhat ridiculous; in a compilation of nearly twenty papers, there is bound to be as wide a variety in quality of writing as in choice of subject. Most of the writers are experienced, and have written stamp or postal history articles before, and it is also evident that several of the articles were slanted more for presentation than for publication. As a result, in at least a few, a rather pleasant journalistic style comes over rather well. It should also be observed that several of the articles are of the survey type—in that an attempt was made to survey the level of available research and knowledge in a particular area of philatelic interest rather than present a meticulously detailed study of a very minimal subject range. The object of such a survey is primarily to attract interest from those not engaged in such a field. The reviewer agrees that this is an appropriate way to handle a subject intended for a *Congress Book*. The meticulous study in infinite detail properly belongs in a journal in a specific field—such as the *Chronicle*—unless the particular subject is of very wide interest.

One major criticism may be made of the book, in that the table of contents does not list the names of the authors of the last two articles in the book—and the key word in one of the titles (Mauritius) is misspelled. We suspect the table of contents, which always has to be done after the book is dummed so that page numbers may be established, never was seen by the editor. Due to the problems inherent in a compilation—a few articles are always late, or a few cuts need to be remade—there is usually a very tight race between publication and the date of the Congress meeting for which the book should be available.

Reviewing the articles on classic U. S.:

Turner, Craig J., "The Early United States Bank Note Companies and their Postage Stamp Issues, 1847-1893." And, it should be said, the article includes listings of the names, with capsule biographies, of the engravers, designers, and officers of the banknote printing firms. The main emphasis is on these companies and the men who did their business, and how they were formed, grew and passed from the scene. While there is some discussion of the stamps, including some rather controversial subjects, the author refers the readers to other publications for such information in detail.

The main aim of the article was a synopsis, as stated by the author, and the chronology thus assembled should be a useful and quickly usable source of data for those with interest in the stamp printers and their designers and engravers.

Christian, C. W. (Bert), "Patent Improvements and Experiments of the Sixties." This article brings together, with documentation of patents and sources of proofs, the numerous attempts of the 1860's to make stamps so that they would be nearly impossible to reuse. While the grills, resulting from the National Banknote Company's purchase of the patents of Charles F. Steele, are familiar to most collectors, since they represent the "standard" method used, nearly a dozen more methods were apparently considered, many seriously, by the Post Office Dept. Mr. Christian cites the patents of each inventor separately, and describes the process used. Where essays exist and can be identified, these are described, and, in many cases, illustrated. The advantages and defects inherent with each method are noted, where these can be determined.

This article is a very useful summary, and, we suspect, represents a good deal of original research on the part of Mr. Christian.

Erle, Everett C., "Cuba to New York 1852-1877." While this article is essentially a listing of covers from Cuba and the varieties of the handstamps including the word "Steamship" and a rate—and sometimes a town name or other wording, it may be applied with equal usefulness to covers originating at other points but which travelled over some segments of the contract steamship routes from Panama and other points in the West Indies or Caribbean, or from the Pacific to New Orleans, New York, and, at times, to other U. S. ports.

Mr. Erle does not attempt to explain why the markings were used or what rates they represent, but rather surveys the markings he has seen and has recorded. For those wishing to explore the rates and other such fields, reference in the form of a bibliography is provided. Also provided are illustrations of the various types of STEAMSHIP markings found on the covers, as well as a few illustrations of full covers. These should be quite useful to the specialist wishing to make an in depth study of this field.

Hargest, George E., "The Effect of the 1868 and 1869 U. S.-British Conventions on the Continuation of French Mail." To *Chronicle* readers, the author's name, subject, and quality of writing will all be familiar. The article deals with the arrangements made by the U. S. Post Office Department with the British Post Office to provide for French service after the original French-U. S. postal treaty's termination, which was originally scheduled for 1 February, 1869, but which by agreement was postponed until 1 Jan., 1870. During the period 1867-1870, the U.S. Post Office Department worked to arrange for mail service into areas then covered by the French-U. S. treaty, which would no longer be available when that treaty was terminated.

Prof. Hargest has developed a good deal of data which was not available at the time this particular section of *History of Letter Post Communication*, etc. was written in 1967. The article thus contains fresh, new information, and is an important addition to the book.

Boyarsky, Abe, "Colored Cancellations on the United States Three Cent 1861-67 Issue." This article is basically a list of the various colors and combinations found on the 3c 1861 stamp and its covers. The introductory material is short, but to the point, noting such items that blue handstamps on yellow envelopes are often mistaken for strikes in green ink. The lists are of particular interest in that they list many towns with townmark in color and killer in black. While, as is always the case for compilations such as this, the listings are not complete, it is hoped that the reports the article induces will substantially add to the data.

Resnick, Larry, "The County and Postmaster Postmarks of Florida." This is an updating of the Thompson list published last in the Billig Handbook series, plus other, later, data. The range of markings dates from 1877-1894, no such Florida markings outside that range ever having been recorded. An alphabetical list of towns having such markings is the basis of the article, the list being supplemented by a paragraph concerning the details of each entry. The article lists 55 different markings (from 139 known covers) of which all but about ten are illustrated in three plates of tracings with the article.

In addition to the classic U. S. material, the 1972 Congress Book includes "Field Cancels of the Confederate Army of the Tennessee," by Brian and Patricia Green, and Maj. Dan Warren's "Luther Libby's Warehouse and the War: Richmond's Libby Prison." Both, of course, are presented as Confederate subjects, but each contains considerable information of interest and value to collectors of Federal Civil War material. The former article considers the events before and after the battles fought at Chickamauga and Chattanooga, and the rather bewildering postal history of covers mailed from both armies. The question really concerns what happened to the Chattanooga postmarking devices, at least one of which was carried away by the Confederates and used on letters sent from Dalton, Georgia and points south when the Federals were occupying Chatta-

nooga. The article summarizes a half century of research on the subject of the Confederate Army markings.

Major Warren's article tells the story of Libby prison and how mails were sent from Federals confined there as prisoners of war. Again, the article is of the survey type, although telling a complete story. Numerous sources of further information are given as footnote references.

An article by Ellery Denison on "Foreign Post Offices in China" includes data on the early U. S. Post Offices in the form of a caption under a cover illustration. Some detailed facts pertaining to the U. S. offices in China have been greatly enlarged in recent *Chronicles*. Furthermore, a caption under a U. S. Banknote cover bearing the marking of the U. S. Post Office at Shanghai may be taken to mean that Shanghai was the Chinese terminal of the Pacific Mail contract steamers from San Francisco. Actually, Hong Kong was the terminal, and the Shanghai office was serviced by smaller steamers plying between Yokohama and Shanghai.

Some of the articles noted are of the survey type, intended more to review a subject of U. S. classics for those unfamiliar with it than to provide an in depth study. However, all the articles have contents of interest to the collector of U. S. classics and certainly the Hargest and Christian articles are very important in their fields.

REVIEW

Spaulding, Robert M., Jr., "The U. S. Post Office at Hakodate," in *Japanese Philately*, October 1972. Published by the International Society for Japanese Philately, copies available from Murray H. Schefer, 530 East Indian Spring Dr., Silver Spring, Md. 20901.

This is a two page article, with illustrations on the front cover of the magazine of the only two covers yet recorded as having been mailed at this U. S. Consular office in Japan. Mr. Spaulding's article gives the known data on the Hakodate office, and also insight into foreign branch operations of the Pacific Mail Steamship Co.

R. B. Graham

REVIEW: POSTAL HISTORY JOURNAL

Postal History Journal, Whole Nos. 31 and 32, May 1972 and September, 1972. Published by Postal History Society, Inc., P. O. Box 24, Bayside, New York 11361.

It is a rare issue of this magazine that does not contain at least one article by a Classics Society member, and these two issues are no exception, since they contain two important articles on classic United States postal history. These are as follows:

Baker, J. David, "Indianapolis, Capital City of Indiana: Its Founding, History, and Postmarks." The May *Postal History Journal* contained the first installment of this story, covering the period from the Northwest Territory days through 1830, and the September installment covers up to after the Civil War, and, although the magazine does not so state, we assume that there will be at least one more installment. The article confines itself to Indianapolis history and postal history, but the story could be considered as typical of any other midwestern large city. Included are maps, plates of postmarks, pictures of buildings and covers, portraits of early officials and postmasters and also the history and postal history of the railroads serving Indianapolis.

Johnstone, Donald B., "Lake Champlain Steamboat Markings." This article is also in two sections, the first being titled "Correlation of Details Pertaining to Lake Champlain Steamboat Markings." Dr. Johnstone had previously published an article in an earlier issue of the same magazine, on this same subject. That article appeared in 1960, and these two sections bring the data up to date. Tracings of markings and illustrations of covers round out these articles.

THE BANK NOTE PERIOD

MORRISON WAUD, Editor

THE BANK NOTE ISSUES

To be asked to be Editor of the new Bank Note section of *The Chronicle of the U. S. Classic Postal Issues* is very flattering. It is accepted with enthusiasm as the Bank Note Issues of 1870-1888 should have been included long ago among the *Classic* stamps of the United States. Any one who specializes in them appreciates their beauty, their interesting uses and cancellations, and their over-all important place in United States philately. They are truly "classics".

This first article will be devoted to a brief description of the various stamps that comprise the Bank Note Issues of 1870-1888 and a few words about their origin and history. Subsequent articles will be devoted to fleshing out the bare bones of this article and to such other things as postal history, local rates, uses, cancellations, plate varieties, grills, essays and proofs, and Special Printings. Contributions of items of interest, such as appeared in Sloane's column, and full articles from our readers will be most welcome. It is intended to use pictures and illustrations as much as possible on the Chinese proverb that "One picture is worth a thousand words". Your editor will be contacting those of you whom he knows personally or by reputation as interested in these issues for help. It has been suggested by an eminent authority as Bob Siegel that the Department Stamps of the United States of 1873-1879 should properly be included in any comprehensive study of the postal Bank Note Issues. If there is enough interest expressed they can be considered for inclusion at a later date. Certainly the Department Stamps would qualify as "classic" postal issues. At the moment our hands may be full with just the regular Bank Note Issues.

There are basically three periods or categories of the Bank Note Issues. It is easy to remember the sequence of the Bank Note Companies . . . N-C-A . . . the letters being in descending order. The first period is that of the *National Bank Note Company* which printed the grilled issue of 1870-1871 and the ungrilled issue of the same period. They were all on hard paper and were used until replaced by the 1873-1875 Issue. The second period was that of the *Continental Bank Note Company* which printed the issue of 1873-1875, also found only on hard paper. The third period was that of the *American Bank Note Company* which printed the stamps of the issues from 1879 through 1888, all on soft paper.

1870-1871 . . . National Bank Note Company

The 1870 Bank Note Issues printed by the National Bank Note Company resulted from public and official disappointment with the 1869 Issue—the first United States stamps with designs other than busts of prominent deceased Americans. Or perhaps the change was politically inspired as John A. J. Creswell, the Postmaster General appointed on March 6, 1869, referred in his report of November 15, 1870 to the stamps "adopted by my predecessor in 1869 having failed to give satisfaction to the public, on account of their small size, their unshapely form, the inappropriateness of their designs, the difficulty of cancelling them effectually and the inferior quality of gum used in their manufacture, I found it necessary, in April last, to issue new stamps of larger size, superior quality of gum and approved designs." Quite an indictment of the 1869 Issue which was much admired by philatelists of the period and the stamps of which are now considered "classics" and among the most attractive and collectible of United States stamps.

As a result the National Bank Note Company, which had designed and printed the 1869 Issue, was ordered by the Postmaster General under the terms of its contract of 1868 with the Post Office Department to prepare new designs to replace the 1869 Issue without additional cost. The resulting stamps were one-third longer than their 1869 predecessors and the designs adopted were

again heads in profile of distinguished deceased Americans. Thus the course of United States stamp designs reverted back to the heads in profile of deceased Americans that graced the stamps of the issues prior to the 1869 Issue, not to be deviated from again until the Columbian Issue of 1893.

All denominations of the 1870-1871 Issues were issued in April, 1870 except the 3c without grill, issued in March, 1870, and the 7c, grilled and ungrilled, issued in March, 1871. The 7c was designed and issued as a result of the Postal Treaty with the North German confederation fixing the single letter rate by direct steamer at 7c. Otherwise the denominations were the same as the 1869 Issue, viz., 1c, 2c, 3c, 6c, 10c, 12c, 15c, 24c, 30c and 90c. The National Bank Note stamps were issued both grilled and ungrilled, the grill being a carryover from the 1867-1869 Issues where grills were specified to make it more difficult to clean the cancellations off stamps for reuse. The grills on the 1870-1871 Issues range from quite clear to so faint as to be almost indistinguishable. They may have been used on the 1870-1871 Issue only to comply with the terms of the 1868 contract. In any event, the grills were gradually discontinued entirely as not producing the results claimed nor adding to the usefulness of the stamps. There were some additional experimental grills used subsequently, however.

1873-1875 . . . Continental Bank Note Company

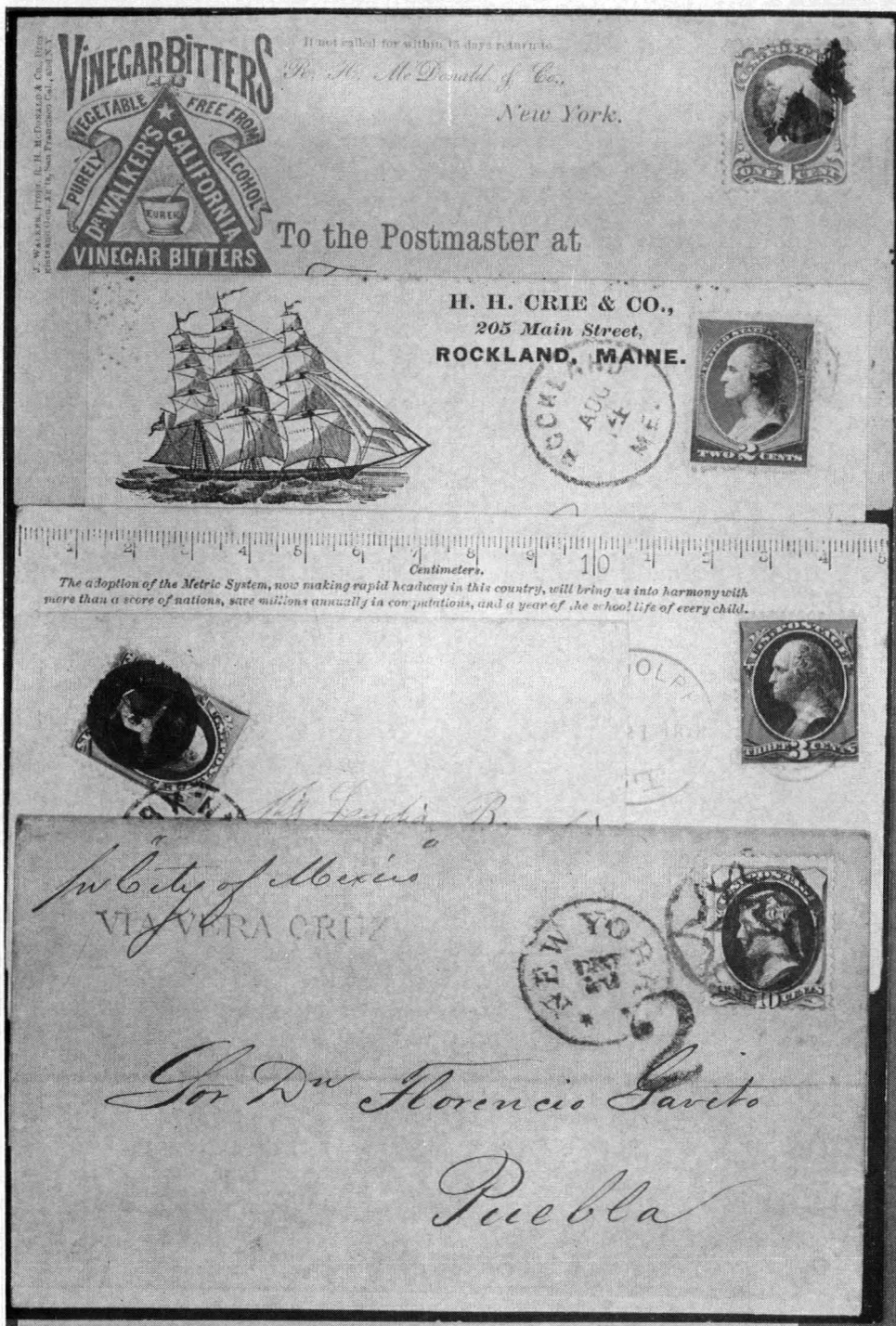
In 1873 the National Bank Note Company lost the contract for printing United States stamps to the Continental Bank Note Company. The same plates, denominations and basic colors were used, except that secret marks were added to all denominations except the 24c, 30c and 90c. The purpose of the secret marks was apparently to identify stamps produced by the Continental Bank Note Company. More will be written about the secret marks in subsequent articles. One of the great mysteries of the Bank Note Issues is the 24c value which was issued by the Continental Bank Note Company according to its records. However, no one has ever found a satisfactory way to distinguish it from the 24c National. The 30c and 90c values can be distinguished by color shades.

On June 21, 1875, a 2c vermilion and a 5c blue stamp were issued on hard paper. They were printed by the Continental Bank Note Company and are often considered as part of the 1873 Issue. The color of the 2c was changed from brown to vermilion to distinguish from the 10c brown of the regular Continental Issue, and the 5c denomination was issued for the 5c Universal Postal Union single letter rate which became effective between member nations on July 1, 1875.

1879-1888 . . . American Bank Note Company

On February 4, 1879, the Continental Bank Note Company was merged into the American Bank Note Company which apparently just assumed the stamp contract of Continental with the Post Office Department. Thus ended the era of the hard paper Bank Note stamps as all stamps printed thereafter by the American Bank Note Company were on soft paper. The first American stamps were issued in 1879 using the Continental plates and some new American plates apparently made from Continental transfer rolls or from transfer rolls made from Continental dies. The denominations were the same as for the Continental Issue, including the 2c vermilion and the 5c blue, except that the 7c, 12c, and 24c denominations were discontinued as no longer required for current postal rates.

In 1881 the American Bank Note Company apparently became dissatisfied with the impressions from some of the plates used on the 1879 Issue. As a result it altered the plates of the 1c, 3c, 6c and 10c by retouching and re-engraving the dies. These are referred to as the Re-engraved Issue of 1881-1882. Dissatisfaction having been expressed with the 5c blue stamp of the 1879 Issue, which depicted Zachary Taylor and there being a need for a stamp in memory of President Garfield who was assassinated in 1881, a new 5c value was designed and issued in 1882. The stamp was in brown and featured a picture of President Garfield. It was originally to be a mourning stamp in black, but when the proof was submitted to Mrs. Garfield she refused to approve black as the color. On October 1, 1883, a new 2c stamp was issued by the American Bank Note Company for



A selection of covers with Bank Note stamps as a sampling of the variety and scope offered by these issues. From the top: advertising cover at the circular rate; 2c red brown on an illustrated cover; metric propaganda cover from Randolph, Vt.; Danbury, Conn. fancy hat; 10c Continued used to Mexico with foreign mail cancel.

the new reduced single letter rate, effective October 1, 1883. At the same time a 4c stamp was issued for double the 2c single rate. The 2c was red brown and the 4c was blue green.

On June 11, 1887 a new 1c stamp was designed and issued, apparently because of the wear on the 1c re-engraved plate. Subsequently the 2c red brown of 1883 was superseded by a stamp of the same design but in green. This may have been done to return to the prior practice of using the color green for the stamp that paid the single letter rate. At about the same time the color of the 3c green of 1879 was changed to vermilion, again presumably to avoid confusion and as it no longer represented the single letter rate. This was probably the reason also for the change about a year later of the color of the 4c blue green to carmine. The last of the American Bank Note Company's stamps of these issues comprised a change in color of the 5c Garfield stamp from brown to indigo (perhaps to avoid confusion again with the re-engraved 10c brown) and a change in the colors of the 30c black and the 90c carmine of the 1879 Issue to orange brown and purple, respectively. Again those changes in color seem to have been made to avoid confusion.

This completes the so-called soft paper of 1879-1888 Issues printed by the American Bank Note Company. In studying these American Bank Note Issues it seems most logical to treat the 1879 stamps as one issue, the re-engraved stamps of 1881-1883 as a separate issue and the stamps issued in 1887-1888 as a third issue.

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WANTED: Covers with Petersburg, Va. cancels—Colonial, Stampless, Classics, & Confederate. A.L.T. Tobias, P. O. Box 43661, Los Angeles, CA 90043.

WANTED: Paid cancellations on 3c 1861—on cover. Send priced to Daniel Knowles, 3101 S. Wabash Ave., Apt. 701, Chicago, Ill. 60616.

FOR SALE: "The Lytle List" (Merchant Steam Vessels of the U.S., 1807-1868). Price is \$40—postpaid. Also, Ashbrook's "Special Service" for sale; text and photos. Need triangular, parallelgram and fancy ladies covers. Jim Kesterson, R.R. #2, Lawson, MO. 64062.

WANTED: 1c 1851 issues (Scott #9)—Right Pane positions: 16, 17, 24, 25, 30, 39, 42, 49, 52, 54, 60, 64, 68, 69, 75, 76, 77, 78, 83, & 96.

Left Pane: 6, 7, 14, 15, 19, 22, 29, 46, 58, 72, 89 & 92.

Will purchase outright or trade, please write before sending. H. Leon Aussprung, Jr., 2 Colony Blvd., Apt. 144, Wilmington, DEL. 19802.

YOUR CLASSIFIED ADVERTISEMENT HERE WILL SPEAK TO HUNDREDS OF INTERESTED SPECIALISTS IN THE CLASSICS. TO BUY, SELL, OR EXCHANGE, THIS IS THE PLACE FOR YOUR MESSAGE! SEE RATES, BOTTOM OF PAGE 64.

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

1—Remele Catalog

(a) Mr. William Wyer submits a stampless cover with Remele R-3 in red carrying manuscript rate 10 and dated March 11, 1846, probably originating in Boston but addressed to New Orleans, La. Remele states that he never observed a cover destined west (p. 135) which "would prove definitely that the marking was used by a route agent on the Long Island Railroad." This cover apparently establishes such usage and negates the conclusion in Remele that the marking was for some reason applied in either the post office or railroad station at Brooklyn. See Figure (a).

RAIL R.

Figure (a)

(b) For the information of our readers we present a photograph of Remele 0-4 (*Chronicle* 48) Orange & Alexa. R. R., 32, black, 1854—addressed to Millwood, Va. See Figure (b).

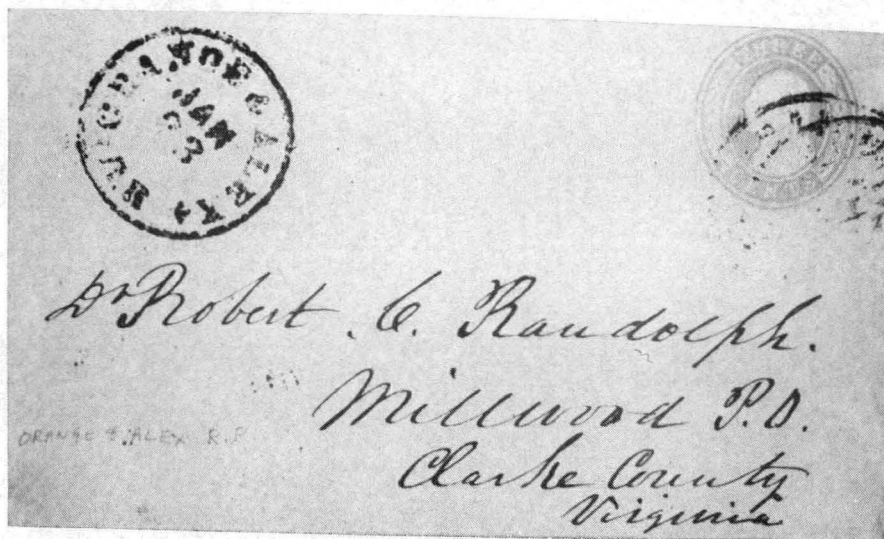


Figure (b)

2—Miscellaneous Markings

(c) Dalton, E. T. & G. R. R., S. Rushton, Agt.—D. Circle 33-22½, black, WYD 1861. This interesting marking is on a stampless cover to Sweetwater, Tenn., apparently carried by railway official mail over the East Tennessee & Georgia R. R. Carried outside regular mails but an interesting Railroad Business mail usage in the Confederate period. See Figure (c).

(d) Your editor has secured an unusual banknote cover postmarked Waupun, Wis. Aug. 25 3 A. M. in black with black W killer addressed to Helena, Montana. The cover bears two magenta markings, 41 x 26 mm. oval: "Received Aug. 30, 1883. End of N. P. Track, M. T." and one similar magenta oval "Answered Sept. 16, 1883. End of N. P. Track, M. T." On the reverse of cover is a Helena town mark Aug. 28-7 P. M.

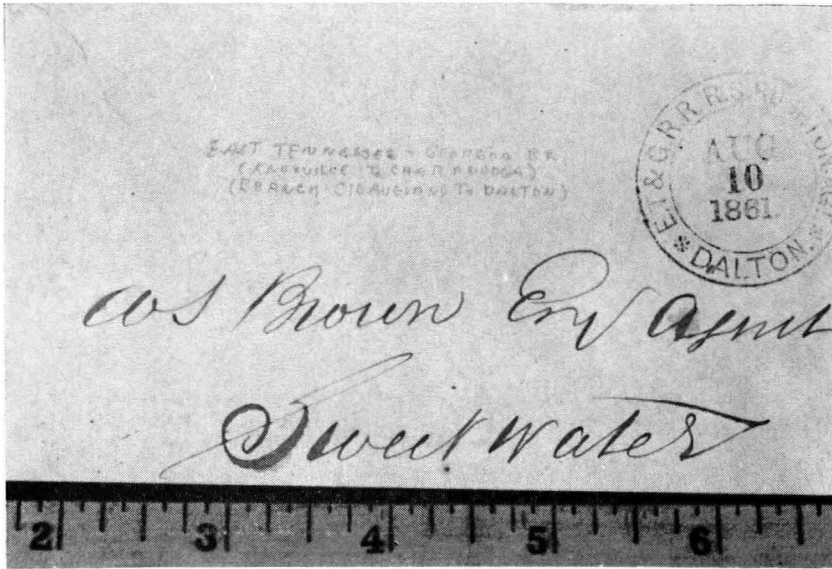


Figure (c)



Figure (d)

I would welcome interpretations of the markings on this cover. The only theory at present is that Louis Dodge was employed at the contractor's (Winston Bro. & Clark?) construction camp at end of track as it advanced westward and as such mail to that point was stamped on receipt and on answering, as was often done in office handling in those days. My records show that Northern Pacific R. R. track reached Helena, Montana Territory, about June 30, 1883 so at the time of this cover the construction railhead was probably some distance west of Helena. An interesting cover highlighting westward expansion of the country.

Possibly the Montana historians may be able to furnish me a more accurate explanation. See Figure (d).

3—Towle-Meyer Catalog

(e) Another early western railway cover is illustrated in Figure (e). This is 951-S-1 as listed in *Chronicle* 76 and shows a 30½ mm. blue station marking from an unimportant whistle stop on the Union Pacific line to Cheyenne a few miles northwest of Denver in Jefferson county.

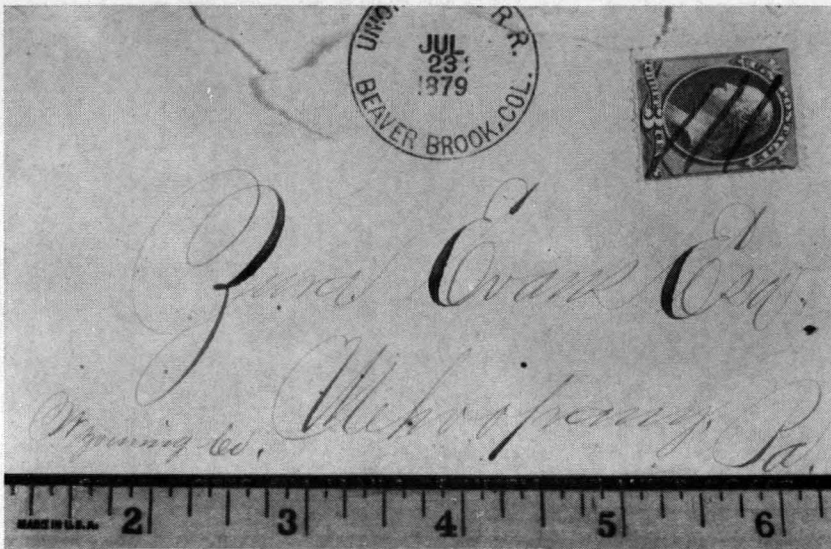


Figure (e)



Figure (f)

(f) A very fine banknote cover has been submitted for photo record with 629-A-1, 25, black, on a cover addressed to Chief Engineer (probably of D. E. R. & I. Railroad) at Ypsilanti, Mich. The cover bears a very attractive open semi-circle corner card of Detroit, Eel River and Illinois Railroad, Columbia City, Indiana. In 1874 the railroad extended from Butler to Logansport, Ind., 93 miles, but officials were joint with Detroit, Hillsdale & Indiana R. R. which had offices

at Ypsilanti. This type of association cover lends great interest to the agent marking and additional value to the cover. See Figure (f).

(g) An unusual association is 40-S-2, oval 34½ x 24½, black, WYD 1864--Shaftsbury-Troy & Rutland R. R., on piece tying two cent Black Jack (US 73). Railroad markings, and especially station markings, are most unusual on this stamp intended for drop letters. Such association generally results from use of a two cent stamp as a portion of multiple stamp rate and greatly increases catalog values as listed for markings carrying "normal" postage stamp usages. See Figure (g).

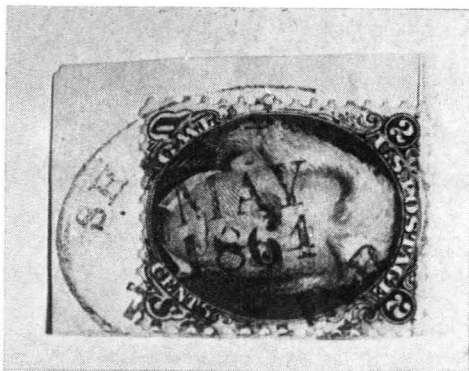


Figure (g)

4—Auction Realizations:

A source of constant amazement to us older collectors of railway marking covers is the current rapid appreciation of auction prices obtained for both Remele and Towle-Meyer period items. The latest sale with a significant amount of such material was Robert A. Siegel's 417th Sale in September. Forty-seven lots of railway marking covers were offered with a total realization of \$3,627.

Top prices went for Remele P-6a, Philada. Railroad, on cover with US 2 at \$475, Remele P-8b, Phila. & Columbia R. R., on cover with US 11 at \$375, a perfect strike of Remele N6 (N. Haven & N. London R. R.) on cover with US 11 at \$350, another P-6a with US 2 at \$280, a perfect strike of B. & O. R. R.-Monrovia (Remele B-s-2d) on cover with US 26a triple transfer at \$180 and a Milwke. & Detroit R. R. (Remele M7) on cover with US 11a at \$160.

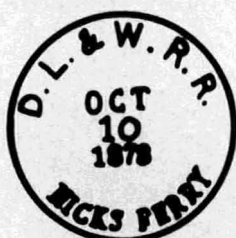
Other Remele markings on cover with prices realized were: Mad River & Lake Erie R. R. (M1a) on stampless at \$105, \$100 for M-6a, Mich. Southern R. R., with US 11, \$75 for Belvidere Delaware R. R. (B-7a) on U10, \$75 for Boston & Maine R. R. (B-12d) with US 10, \$72.50 for a perfect strike of Providence & Stonington R. R. (P-15) with US 11, and three items going at \$52.50 each were Buffalo & N. Y. City R. R. (B-16a) with US 11, L-8 Louisa R. Road Va. on stampless and N-11c N. Y. & Boston Stbt. & R. R. R. with two US 26a.

Many Towle-Meyer period covers likewise brought above normal realizations as follows:

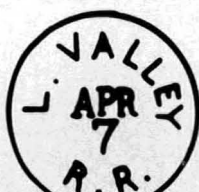
Two T. & M. 274-S-8 Monrovia, B. & O. R. R. on cover with US 65 at \$67.50, 690-D-1 Chicago & Dun. R. P. O. on neat cover with US 114 at \$72.50, Lake Shore R. P. O. (115-M-1) fine strike on cover with US 65 at \$32.50, L. S. & T. V. R. R. (568-A-1) on cover with US 158 with unusual killer at \$18, Long Island R. R. (112-B-1) on v. f. cover with US 65 at \$32.50, The Fast Mail N. Y. & Chic. R. P. O. (559-G-1) on v. f. cover with US 184 at \$23, R. & B. R. R. Sutherland Falls (41-S-12) on attractive cover with US 65 at \$32.50 and a beautiful strike of Norwich & Worcester R. R. (82-A-1) on fresh cover with US 65 brought in an amazing price of \$105.

These sale prices highlight the value of finely struck railway markings on attractive clean covers, especially when comparatively rare, and the notably steady increasing values of catalogued items of both catalog periods.

PLATE XXXI



176-S-2



180-C-3



215-C-2



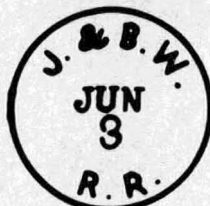
230-A-1



238-G-4



239-U-3



265-B-1



302-J-1

Margaret Lee 2

350-M-1



571-S-1



310-S-5



470-E-1



638-C-1



651-D-1



892-C-2



919-B-1



976-E-2



976-J-2



976-K-2



980-C-2



T-21

5—Towle-Meyer Catalog: Addenda

Thanks to the contributions of Messrs. Apfelbaum, Fingerhood, Haas, Jarosak, Leet, and Waite we are able to report following:

22-A-1: Black E killer on 1884 cover to Livermore, N. H. (See cut).

55-B-1: On cover with US 65 dated Jan. 10, 1867. New date.

Route 70—70-N-2 and 70-N-3: Michael Jarosak reports that the initials on these markings T. B. E. and T. A. W. represent Trip—B, east and Trip—A, west. These were probably used on special extra railway post office cars or trains during rush or heavy mail periods. Delete reference to clerk's initials as shown in Catalog.

205-S-2: Add new color blue and new date WYD 1877.

361-A-1: Add new date WYD 1885.

500-F-1: Add new date of use 1876.

Plate XXXI

Pennsylvania

176-S-2: 29½, blue, WYD 1878. 12. (Delaware, Lackawanna and Western R. R.—Northumberland Branch, Hicks Ferry, Pa. 5 miles east of Berwick).

180-C-3: 25, black, 1871, 1873. 5. (Lehigh Valley R. R.).

215-C-2: 27, black, WYD 1881. 5. (Brocton and Oil City).

Catalog Route 230: Wellsville, N. Y.—Bradford, Pa. BRADFORD-ELDRED & CUBA R. R.—BRADFORD, BORDELL & KINZUA R. R.

Route Agents: Wellsville, N. Y.—Eldred, Pa. 1882-1 clerk; Wellsville, N. Y.—Bradford, Pa. 1883-1 clerk (58 miles).

Markings: 230-A-1 26½, black, WYD 1885. 7.

New Jersey

238-G-4: 26½, blue, 1875. 3. (New York & Washington).

239-U-3: 25½, black, Banknote, bird in circle killer, 5. (Philadelphia & Baltimore).

Delaware

265-B-1: 25½, black, 1872. 15. (Tentative—Junction & Breakwater R. R.).

Virginia

302-J-1: 25½, black, Banknote. 3. (Washington & Lynchburg).

310-S-5: D. Circle 30-20, blue, WYD 1893. 6. (Richmond & Danville R. R.).

Georgia

350-M-1: Waycross, Atlantic & Gulf R. R.—manuscript (ink), 1867. 10. (Tentative listing).

Texas

470-E-1: 25½, black, 1877. 8. (Hearne & Houston).

Ohio

571-S-1: D. Circle 22-13½, black, WYD 1866. 25. (Baltimore & Ohio R. R. between Grafton and Parkersburg, W. V.).

Michigan

638-C-1: 27, black, WYD 1883. 9. (Marquette & Houghton).

Indiana

651-D-1: 33, black, Sixties. 35. (Chi. Cin. Air Line R. R.—Cincinnati and Chicago Air Line R. R.).

Idaho Territory

892-C-2: 26½, black, WYD 1883. 8. (Pend O'Reille & Wallula).

Kansas

919-B-1: 25½, black, Banknote. 9. (Florence & Eldorado).

California

976-E-2: 26½, black, Banknote. 4. (San Francisco & Ogden).

976-J-2: 25½, black, 1883. 4. (Ogden & San Francisco).

976-K-2: 26½, black, 1877. 6. (San Francisco & Ogden).

980-C-2: 25½, black, 1877. 6. (San Francisco & Soledad).

Tentative

T-21: 25, black, Banknote. 12. (Possible partial. Usage unknown. On 3c banknote stamped envelope with corner card E. G. Smyser, Variety Iron Works, Pa. to Philadelphia, Pa. Corner cards are frequently misleading for evidence of origin as company envelopes were often carried on routes by salesmen and mailed from almost any point. Your suggestions on usage of this marking would be most welcome.)

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

AN INTERESTING COVER TO TURKEY

GEORGE E. HARGEST

Since the latter part of the eighteenth century, Austria, with Turkey's assent, had been building a postal service through Turkey, and had established a chain of postal routes and postoffices. By 1870, however, other countries had also built postal routes and maintained postoffices in Turkey. France serviced most of the ports of the eastern Mediterranean. Great Britain, the North German Union, France, as well as Austria, maintained postoffices at Constantinople. Codding,¹ in discussing the Berne Postal Congress (1874) states:

The Turkish delegate pointed out that Turkey was not master of her own house in the exploitation of the postal service. Certain unnamed countries had post offices in Turkish territory which participated in the internal postal communication and which had a monopoly on all of Turkey's postal relations with the outside world.

The *United States Postal Guide* for 1873, page 31, states:

The places in Turkey and Asia Minor enumerated in the table of foreign postages have Austrian post-offices, and correspondence for all other places not therein mentioned must be addressed to the care of a person residing in a place where there is an Austrian post-office. . . .

The above regulation undoubtedly became effective on 1 January 1870, when the U. S.-French convention of 2 March 1857 expired, for many places where only French offices existed had been serviced by French mail.

Figure 1 illustrates a cover reported by Mr. Henry M. Gobie, RA 982. The cover has been "opened up" so that both front and back are shown. It was posted in Haverhill, Mass., on 9 February (1870), addressed to "Mrs. Mary E. Nutting/Care D. H. Nutting, M. D./Aleppo, Turkey." Since Austria had no postoffice at Aleppo, it should have been addressed to the care of someone in a Turkish town which had an Austrian postoffice. It was probably addressed as others had previously been addressed when sent in French mail. It is prepaid 15c by a 15c, type II, stamp of the 1869 issue. In 1869, the international rate by direct mail to Bremen or Hamburg was 10c per 15 grams ($\frac{1}{2}$ ounce). To this rate was added the postage beyond the limits of the North German Union of 2 silbergroschen, or 5c in U. S. currency, making the total rate to Turkey, 15c per 15 grams ($\frac{1}{2}$ ounce).

Haverhill forwarded the letter to the New York office, which marked it on its reverse with a NEW YORK PAID ALL/DIRECT marking in red, and a "5" in circle on its face to indicate a credit of 5c to Bremen. The letter was then forwarded to Bremen by a steamer of the North German Lloyd, which sailed from New York on Saturday, 12 February 1870.

Upon arrival at Bremen, the Bremen office applied a boxed BREMEN/date/Franco marking in red and also a boxed WEITERFR. 2 SGR. marking, abbreviating Weiterfranco 2 silbergroschen, and meaning, "Paid beyond, 2 silbergroschen." This amount of 2 silbergroschen is included in a "Table showing the Foreign Rates of Postage to be paid by the Post-Office of the United States to the Post-Office of the North German Union for Letters in Transit through the North German Union in the Open Mails," which was appended to the Regulations for the U. S.-North German Union convention of 21 October 1867.² The "2" is set beside the name of "Turkey."

The Bremen office forwarded the letter to the office at Vienna, where it evidently arrived on 2 March 1870 (Wien marking on reverse, the date partially obliterated by pen strokes). The letter was forwarded in the Austrian postal system to the Austrian office at Constantinople (German spelling, Constantinopel),

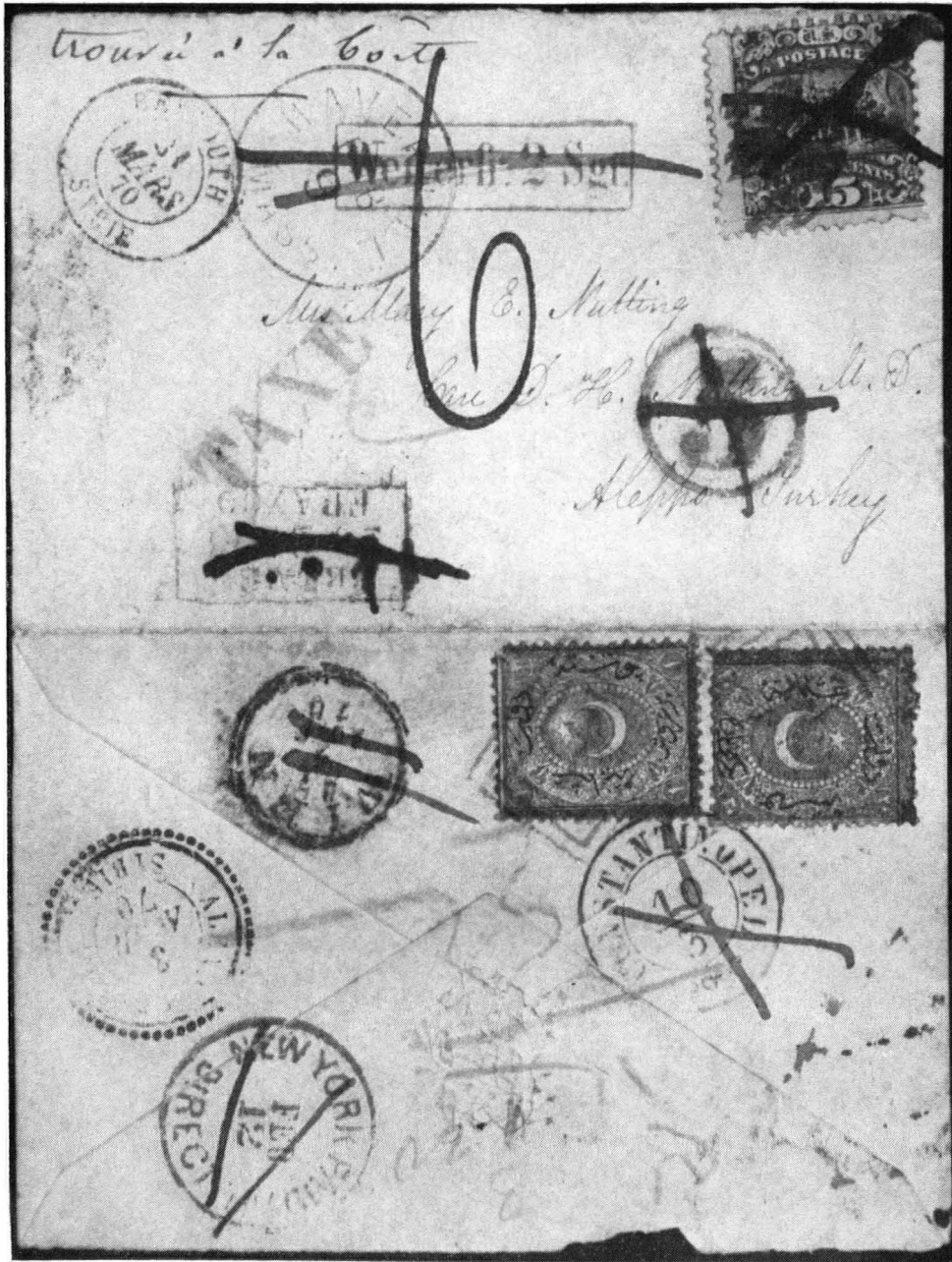


Figure 1
 Cover from Haverhill, Mass. to Aleppo, Turkey. Sent by North German Union direct mail, it passed through the postal services of five countries: the United States, Bremen, Austria, Turkey, and France.

where it arrived on 10 March. Since there were 12 days difference between the Gregorian and Julian calendars, this date must have been according to the Gregorian calendar. Because there was no Austrian office at Aleppo, the Austrian office at Constantinople could not forward the letter directly. It, therefore, placed it in the Turkish mails. The Turkish office determined that it would have to be sent by French mail, and after performing a little arithmetic on the back of the cover, affixed a 1 piaster and a 20 paras postage due stamps to the reverse of the cover, partially covering the outer rim of the Austrian Constantinople marking. This amounted to about 7½¢ in U. S. currency.

The letter was then forwarded to the French office at Beyrouth. This office crossed out the 15c stamp and all markings on the cover, except the Turkish postage due stamps. It determined that the rate from Constantinople to Aleppo, via Beyrouth, amounted to 6 French decimes, and marked the cover "TAXE" and "6" in manuscript. It also marked it in manuscript "trouvé à la boîte," which could literally mean, "found in the box," but idiomatically refers to a forwarded letter. The date in the Beyrouth marking is 31 March 1870. This must be according to the Julian calendar because it would not have required 21 days transit from Constantinople to Beyrouth. In terms of the Gregorian calendar, the date would have been 19 March 1870. The letter arrived in Aleppo on 3 April 1870, according to the Julian calendar.

For those who would like to find Aleppo on a map, reference should be made to one of the nineteenth century. The names of Turkish towns have now been changed. On a nineteenth century map, Aleppo was about 50 miles ESE of Alexandretta. On a map of today, Alexandretta is Iskenderon, and Aleppo, Haleb, or Halab.

The U. S.-British postal convention, effective 1 January 1869, in a table appended to its regulations, provided British mail rates to most of the places then served by French mail.³ Many of these rates were routed through France, and were based upon 7½ grams (quarter ounce). The U. S. Postmaster General did not place these rates in force after the U. S.-French convention expired on 1 January 1870. Some of them were, however, used by the New York office. After 1 January 1870 the only published rates to Turkey were those by North German Union mail.

Footnotes

¹ Coddling, George Arthur, Jr., *The Universal Postal Union*, p. 27.

² U. S. *Statutes-at-Large* 992.

³ *British and Foreign State Papers*, vol. LVIII, p. 88. See also, *Thirty-eighth American Philatelic Congress Book* (1972), p. 103.

"SHORT PAID" BY BRITISH OPEN MAIL

WALTER HUBBARD

(N. B. Before reading this article, please read the "Errata" included in this issue.—*The editor.*)

The cover shown in Figure 2, front and back, is an interesting addition to those already known, in that, if my reasoning is sound, it was carried by *Adriatic* on her second voyage as a mail packet for the short-lived North Atlantic Steamship Company.

Posted in Hoboken, N. J., on 2 June 1860, it went through the New York Exchange Office on the same day. Prepaid 21 cents, the rate by French Mail for a letter not exceeding 7½ grammes, it was found to be overweight and New York, marking it SHORT PAID, routed it by British Open Mail. The British applied the Anglo-French mark of Exchange, GB/40c, in black, and a London JU 12 60 in blue, and sent it on its way *via* Calais (ANGL. 13 JUIN 60 AMB. CALAIS B) to Geneva (GENEVE 14 JUIN 60 .S).

It was marked "230" for collection from the recipient, "120" having been applied and crossed out—both in red crayon. Some of the Swiss 'collect' marks are obscure, but these two presumably indicate that by this route it was 120 Swiss centimes on a single rate letter and 230 on a double—part payment being ignored. As twice 120 is 240, it seems likely that the two rates were 110 and 220, with ten centimes added in each case—perhaps for Swiss local service. If there is anything in this suggestion, and it is no more, it might lead to an explanation of the '10' in red crayon occasionally found on covers to Switzerland prepaid both to frontier and destination.

Being in the British Open Mail, this cover was properly put off at Cowes and sent from Southampton to London. Although there are no markings to show how it entered Switzerland, the speed with which it reached Geneva suggests that it went from Paris *via* Lyons.

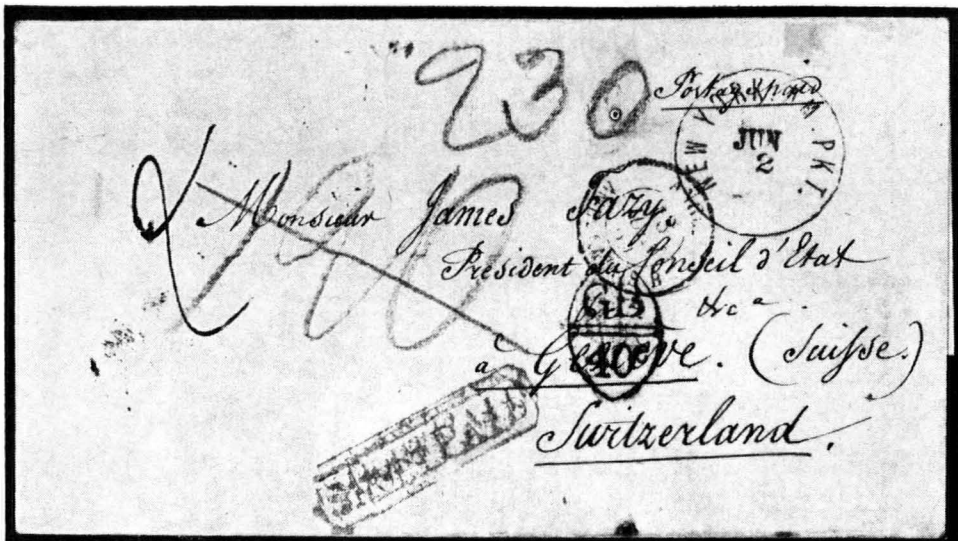


Figure 2, front

This letter was prepaid 21c, but not endorsed to be sent by French Mail. The New York office evidently intended to send it by that route, found it to weigh above a single rate, and marked it "SHORT PAID." Instead of sending as an unpaid letter in the French Mail, they forwarded it by the American packet "Adriatic" in the British Open Mail.

Regarding the New York Exchange Office mark of JUN 2 AM. PKT., the *London Times* of June 13, 1860, reported from their Correspondent at Southampton:

Southampton, Tuesday June 12.

The United States mail steamship *Adriatic*, Captain J. J. Comstock, which left New York at 2.25 p.m. on the 2d. inst., Arrived at Cowes early this morning and has gone on to Havre. She brings the largest number of first-class passengers that ever crossed the Atlantic in one steamship. Her total number of passengers for this port is 148 and 237 for Havre. She has \$450,866 for England, and \$814,305 for France.



Figure 2, back

Although all markings fit *Adriatic*, the cover is not so endorsed and some other ship may have carried it. The Hamburg-American Line had no contract for service to England until later,¹ but in 1860 her ships did call at Southampton and were scheduled to sail on the first and fifteenth of each month—might the

sailing have been delayed for a day? *Bavaria* did, however, sail from New York on 1 June and, in any case, did not arrive in Cowes until 14 June. It was not by the Inman line, as, although *Edinburgh* sailed from New York on 2 June, she arrived at Queenstown the day after this cover reached Calais. It was not by the New York and Havre Steam Navigation Co. as their nearest sailings were on 26 May and 23 June. This leaves the Vanderbilt-European Line, the North German Lloyd and possibly the Allan Line. For the first, *Illinois* sailed from New York on 30 June, so it cannot be she. As to the second, in 1860 the service was being maintained by *Bremen* and *New York*, and on 2 June, *Bremen* was out of action and *New York* was in *Bremen*.² As to the possibility of its having been carried by an Allan Line steamer, *Anglo-Saxon* sailed from Rivière du Loup on 2 June. Allan Line steamers had, like the Cunard and Inman, been calling at Queenstown *en route* for Liverpool, but *Anglo-Saxon* was scheduled to go to Londonderry, which from now on was to be their regular port of call. She did not, in fact, get there, as when approaching Ireland, the Captain found 'too much fog and ice to turn in that direction,' and she landed her mails at Queenstown early on the morning of 13 June, the day after the cover illustrated reached London.

It seems to me that only *Adriatic* is left in the running.

Footnotes

¹ Hargest, George E., *History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 120.

² *Ibid.*, p. 130.

The details of steamer arrivals are taken from "The Times" of June 7 to July 7, 1860.

SOME NOTES ON MAILS BETWEEN THE WEST COAST OF SOUTH AMERICA AND THE UNITED STATES

GEORGE E. HARGEST

Mr. J. V. Woollam, RA 1304, writes the editor that he is of the opinion that the markings on Figure 1, page 155, of *Chronicle* 71, were applied at Valparaiso, Chile, rather than at Panama, as suggested by this editor. Mr. Woollam has made a study of covers conveyed along the West Coast of South America by the Pacific Steam Navigation Company, and the markings that appear on them. In support of his opinion, he sent references to two articles dealing with the markings on these covers. While none of the covers illustrated in these articles is from or to the United States, their evidence leads me to believe him to be correct. Because Mr. Woollam may wish to write this up for the *Chronicle*, I will here say no more about it.

On 10 August at Washington, and on 7 September 1853 the United States and Great Britain signed additional articles to the U. S.-British treaty of 15 December 1848, which provided the rates and conditions by which mail would be exchanged between the West Coast of South America and the United States.¹ Significant articles from these additional articles are as follows:

Article I. An exchange of mails shall hereafter take place between the following offices, viz.:-

1. Between the post-office of New York and the British packet office at Panama.
2. Between the post-office of Charleston and the British packet office at Panama.
3. Between the post-office of Savannah and the British packet office at Panama.
4. Between the post-office of New Orleans and the British packet office at Panama.
5. Between the post-office of San Francisco and the British packet office at Panama.

The transmission of these mails between the several ports above mentioned and Panama will be provided for by the United States government.

Article II. The mails forwarded from New York, Charleston, Savannah, New Orleans, and San Francisco, to Panama, shall comprise the correspondence for all foreign ports on the western coast of South America at which the British mail packets touch.

Article III. Reciprocally, the mails forwarded from Panama to New York, Charleston, Savannah, New Orleans, and San Francisco, shall comprise the correspondence for the United States from all the foreign ports on the western coast of South America at which the British mail packets in the Pacific touch.

Article IV. Upon every letter not exceeding half an ounce in weight, despatched from New York, Charleston, Savannah, New Orleans, or San Francisco, to Panama, and addressed to the several States on the western coast of South America at the ports of which the British mail packets touch, the United States Post-Office shall account to the British Post-Office for the following rates of postage, viz.:-

1. Upon a letter for Buenaventura, in New Granada, 4d., or 8 cents (so long as the existing postal convention between Great Britain and New Granada shall continue in force).

2. Upon a letter for any port in the republic of Peru, 6d., 12 cents (so long as the existing postal convention between Great Britain and Peru shall continue in force).

3. Upon a letter for any other port on the western coast of South America excepting for those above mentioned, 1s., or 24 cents.

And these rates of postage shall increase in proportion for heavier letters, according to the scale of postage now established in the United Kingdom.

Article VI. Every mail despatched from New York, Charleston, Savannah, New Orleans, or San Francisco, to Panama, shall be accompanied by a letter-bill.

The office to which the mail is addressed shall return by the next post, an acknowledgement of receipt to the office from which it was transmitted.

Article VIII. The letter-bills and acknowledgements of receipt shall serve as vouchers to the quarterly account.

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

Article X. The present articles . . . shall come into operation on the first day of October, one thousand eight hundred and fifty-three.

Although Charleston, Savannah, and New Orleans, appear to have been assigned the duties of exchange offices, they were not officially classed as such. The *U. S. Postal Laws and Regulations* for 1859 states:

The United States exchange offices for British Mails are New York, Boston, Philadelphia, and San Francisco. Portland is also an exchange office for mails transmitted by direct lines of steamers between Portland and Liverpool.

San Francisco was not made an exchange office for transatlantic mails until 1863, and its inclusion here must refer to its function, as such, for the mails to the west coast of South America and the West Indies. The *U. S. Postal Laws and Regulations* for 1866, the first issued after 1859, are more specific:

For the mails to and from the West Indies, Mexico, foreign ports in the Gulf of Mexico, and places on the Atlantic and Pacific coasts of South America, *New York, Philadelphia, Baltimore, Charleston, Savannah, New Orleans, and San Francisco*, are the principal offices of despatch and receipt.

The steamship service to abroad as it appeared on page 15 of the *Postal Directory for the United States* (1856) is presented as Table I. The line from Charleston S. C., by Savannah, Ga. and Key West, Fla., to Havana, Cuba, had only the steamer *Isabel* on that route. The line contracted to M. O. Roberts, B. R. McIlvain, and Moses Taylor, was known as the United States Mail Steamship Company, and operated the steamships *Illinois, Empire City, Philadelphia, Granada, Moses Taylor*, and *Star of the West* (chartered), on the runs from New York to Aspinwall, and from Havana to Aspinwall. On the run from New York, via Havana, to New Orleans, *Black Warrior* and *Cahawba*.

The Pacific Mail Steamship Company had the following steamers running in 1857, the date of this survey, some of which were coastwise feeder steamers that did not make the run to Panama: *Golden Gate, Golden Age, J. L. Stephens, Sonora, St. Louis, Panama, California, Oregon, Columbia, Republic, Northerner, Fremont*, and *Tobago*. On the line from New Orleans to Mexico, only *Tennessee* maintained the service.²

The British service to the West Indies and the Atlantic coast of South America was maintained by the Royal Mail Steam Packet Company, running semi-monthly from Southampton to St. Thomas, and thence by feeder lines to Colon (Chagres) and to Vera Cruz, as well as to ports in other West Indian Islands. The Royal Mail also ran a monthly line to Brazil. In 1857 it had 20 vessels in service.³

TABLE I

UNITED STATES MAIL SERVICE ABROAD.

UNITED STATES MAIL SERVICE ABROAD, AS IN OPERATION ON THE 1st OF OCTOBER, 1855.

Routes.	Distance.	Number of Trips.	Contractors.	Annual Pay.	Remarks.
New York, by Southampton, England, to Bremenhaven, Germany.	<i>Miles.</i> 3,760	Once a month.	Ocean Steam Navigation Company, C. H. Sand, president.	\$200,000.00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
Charleston, S. C., by Savannah, Ga., and Key West, Fla., to Havana, Cuba.	669	Twice a month.	M. C. Mordecai.	50,000.00	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
New York to Aspinwall, New Grenada, direct.	2,000	Tri-monthly.	M. O. Roberts, B. R. McIlvain, and Moses Taylor.	290,000.00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
New York, via Havana, to New Orleans.	2,000				
Havana to Aspinwall.	1,200				
Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Grenada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connection with main line.)	4,200	Twice a month.	Pacific Mail Steamship Company, Wm. H. Aspinwall, president.	348,250.00	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
New York to Liverpool, England.	3,100	Twenty-six trips a year.	E. K. Collins, Jas. Brown, and Stewart Brown.	858,000.00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and July 21, 1852.
New York, by Cowes, England, to Havre, France.	3,270	Once a month.	Ocean Steam Navigation Company, M. Livingston agent.	150,000.00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1847.
Aspinwall to Panama, New Grenada.	48	Twice a month.	Panama Railroad Company.	122,614.92	Under a temporary arrangement authorized by act of Congress of March 3, 1851. Service recognized at the rate of 22 cents a pound up to the 31st of March, 1855, and at 18 cents a pound since that period.
New Orleans, by Tampico, Mexico, to Vera Cruz.	900	Tri-monthly.	E. H. Carmick.	69,750.00	Under contract with the Postmaster General, agreeably to act of Congress of August 30, 1852. As yet semi-monthly service only, omitting Tampico, has been performed, and deductions for these omissions have been made in pay.

The British rates of postage, which were the amounts the United States exchange offices were to credit to Great Britain, were set forth in the convention, but the United States rates were those established by the Act of March 3, 1851:⁴ "Every single letter or paper conveyed wholly or in part by sea, and to or from a foreign country over 2,500 miles, 20 cents; under 2,500 miles, 10 cents."

The *Regulations* for 1855 give the following rates:⁵

Chagres, Cuba, Mexico, Panama and other foreign places where the rates are not fixed by postal treaty—10 cents, if distance from the mailing office does not exceed 2,500 miles; 20 cents, where distance exceeds 2,500 miles. Prepayment required.

West Indies &c., British, viz.:—(Rates same as above).

West India Islands (not British) except Cuba, Turks Island, Cartagena, Honduras, St. Juan, (Nicaragua), St. Thomas,* &c.—34 cents, where distance from mailing office does not exceed 2,500 miles; 44 cents, where distance exceeds 2,500 miles. Prepayment required—being the U. S. and British postage.

*To St. Thomas and other Danish Islands, by *U. S. packet to Kingston* the single rate is 18 cents under 2,500 miles, and 28 cents over 2,500 miles, prepayment required.

Ecuador, Bolivia, and Chile—48 cents on letters *sent*; being the United States and foreign postage. Prepayment required; 24 cents on letters *received*; being the United States postage only.⁶

Peru—32 cents on letters *sent*; being the United States and foreign postage. Prepayment required; 20 cents on letters *received*; being the United States postage only.

New Grenada [Sic]—28 cents on letters *sent*; being the United States and foreign postage. Prepayment required. 20 cents on letters *received*; being the United States postage only.



Figure 3

Cover prepaid at the 34c rate to Valparaiso, Chile. There is no New York exchange office marking, but that office evidently credited the British Packet Office at Panama with 24c. It passed through the Panama office on 1 January 1863. Since this is a cover front only, its arrival date in Valparaiso is uncertain. The large red "25" was applied at Valparaiso and indicates that 25 centavos were to be collected from the recipient.

The same rates are shown in the *Post Office Directory for the United States* (1856), but the *Regulations* for 1857 show changes in the rates to Ecuador, Bolivia, Chile, Peru, and New Granada:

Ecuador, Bolivia, and Chile—34 cents on letters *sent*; being the United States and foreign postage. Prepayment required. 10 cents on letters *received*; being the United States postage only.

Peru—22 cents on letters *sent*; being the United States and foreign postage. Prepayment required. 10 cents on letters *received*; being the United States postage only.

New Granada—18 cents on letters *sent*; being the United States and foreign postage. Prepayment required. 10 cents on letters *received*; being the United States postage only.

Since the Act that established a 10 cent rate, without regard to distance, upon letters to foreign countries with which the United States did not have postal conventions was not passed until 1 July 1864, it may be asked: How could the United States Postmaster General reduce these rates to 10 cents in 1857? He had ample authority to do so. Section 2, Act of 3 March 1851 states:⁷

That the Postmaster General, by and with the advice and consent of the President of the United States, shall be, and he hereby is, authorized to reduce or enlarge, from time to time, the rates of postage upon all letters and other mailable matter conveyed between the United States and foreign countries . . .

Figure 3 illustrates a cover (face only) which was evidently posted in New York, and addressed to Valparaiso, Chile. It is endorsed by the sender "pr Steamer via Aspinwall," and by the postal clerk (evidently) "Pr. Champion." The service of the United States Mail Steamship Company was withdrawn in 1859 and immediately replaced by Vanderbilt's "Atlantic and Pacific Steamship Company,"⁸ for which *Champion* ran from 1860 to 1864 between New York and Aspinwall.⁹ The cover is properly prepaid 34c by stamps of the 1861 issue. The New York exchange office (evidently) credited the British packet office at Panama with 24c (red "24" at upper right). This allowed the United States 10c postage, as indicated by regulations. There is, however, a red "25" at lower right as well as the marking of the British packet office in black, dated 1 January 1863. The "25" was not explained until the cover illustrated as Figure 4 appeared. This cover is prepaid 25 centavos in Chilean stamps, which was evidently the Chilean inland postage. Thus, Figure 3 was prepaid only to the frontier of Chile, and 25 centavos were collected from the recipient. Figure 4 was posted in Santiago on 31 May 1863, addressed to Brooklyn, Long Island. It passed through the British office at Panama, where it was marked with a 24c debit to the United States in blue crayon. It was received in New York on 2 July 1863 and marked with a "34" indicating that 34 cents were to be collected from the recipient. Each of these covers helps explain the other, and also the limit of prepayment of the rates.



Figure 4

Cover from Santiago, Chile, through the British Packet Office at Panama on 20 June 1863, to Brooklyn, Long Island. The Chilean postage of 25 centavos is prepaid by Chilean postage stamps. From Chile, it travelled as an unpaid letter. The Panama office debited the United States with the British postage of 24c. It arrived in New York office on 2 July 1863, where it was marked for a collection of 34c.

Figure 5 illustrates a cover reported by Dr. Joseph F. Rorke, RA 1095, which is properly prepaid 22c by stamps of the 1861 issue. It was posted in Warren, Me., on 26 January 1864, addressed to Callao, Peru. It probably went through the New York exchange office, which marked it with a red "12" to indicate the proper credit of 12 cents to the British packet office at Panama. The Panama office applied its marking in black, dated 16 February 1864, and forwarded it by a ship of the Pacific Steam Navigation Company to Callao. It was here marked "2" in blue manuscript for a collection of (probably) 2 dineros.



Figure 5

Cover at the 22c rate to Callao, Peru. There is no New York exchange office marking, but that office evidently credited the British Packet Office at Panama with 12c. It passed through the Panama office on 16 February 1864. On the reverse is a Lima transit mark and a Callao marking showing it arrived there on 4 March 1864. On the face is a manuscript "2" which probably indicates a due of 2 dineros.

According to the *U. S. Mail and Post Office Assistant*, the rate by British mail, via Panama, to Peru was increased to 34c on 1 October 1867, and remained at that rate until 1 January 1870, when it was again reduced to 22c. This can only mean that the convention between Great Britain and Peru expired about 1 October 1867, and a new convention was evidently effective on 1 January 1870.



Figure 6

Cover to Lima, Peru, prepaid \$1.02 (3 x 34c). It bears the marking of the San Francisco office and a manuscript credit by the San Francisco office of \$.72 (3 x 24c). It left San Francisco on 6 August 1868 and passed through the British Packet Office at Panama on 20 August 1868. On the reverse is a Lima marking with an illegible date. The 34c rate was established 1 October 1867 and remained in effect until 1 January 1870, when it was again reduced to 22c. Very few covers show the 34c rate to Peru.

The expiration of the convention with Peru would immediately raise the British postage to 1s., or 24 cents. Figure 6 illustrates a cover also reported by Dr. Rorke. It is prepaid \$1.02 by a block of four of the 24c, a pair and single grilled Black Jack stamps. This is a triple 34c rate cover posted in San Francisco, and addressed to Lima, Peru. The San Francisco exchange office applied a circular SAN FRANCISCO/PAID marking dated AUG/6, probably in its scarlet-pink ink used by San Francisco. It also marked the cover in manuscript "72" (3 x 24c), the required credit to Panama for a triple rate cover. This letter, of course, fell under the U. S.-British convention effective 1 January 1868. Article IX of the detailed regulations sets forth the exchange offices, and states:¹⁰

The letter bill from the offices of New York and San Francisco for the British Packet Office at Panama shall be in conformity with Form F annexed to the present regulations.

Under the previous convention the roll of San Francisco as an exchange office had been limited. This article, however, places it on the same basis as New York in regard to transit mail passing through the British Packet Office at Panama.

The Panama office applied its marking in black showing that the letter arrived there on 20 August 1868. On the reverse is a Lima marking bearing an illegible date. There are no due markings which leads to the assumption that the 34c rate paid to destination.

Footnotes

- ¹ 16 *Statutes-at-Large* 811-812.
- ² All steamships and lines are taken from appendix to Rainey, Thomas, *Ocean Steam Navigation and the Ocean Post* which presents a survey made in 1857. Published by D. Appleton & Company, 1858, pp. 192-193.
- ³ *Ibid.*, p. 196.
- ⁴ Scott's *United States Stamp Catalogue—Specialized* (1972), p. 31.
- ⁵ *Op. cit.*, p. 17.
- ⁶ This is the only rate that does not conform to those set by the Act of March 3, 1851, See note 7.
- ⁷ Postal laws published in the *United States Post Office Directory* (1856), Sec. 79, p. 13.
- ⁸ Kemble, J. H., *The Panama Route—1848-1869*, pp. 84-85.
- ⁹ *Ibid.*, pp. 218-219.
- ¹⁰ 16 *Statutes-at-Large* 840.

ERRATA

Page 35, *Chronicle* 54 and page 132 of Hargest, George E., *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, Sailings of the North Atlantic Steamship Company. The sailing of *Adriatic* on 7 November 1860 in both works should be 2 November 1860. This was undoubtedly an error in transcription from the Author's penciled notes in which a "2" was mistaken for a "7." The sailing of 17 November 1860, is correctly stated in *Chronicle* 54, but in the book is given as 7 November 1860. This is evidently a printer's error, not caught or corrected on the galley proof. My thanks to Walter Hubbard for calling these errors to my attention.

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 76

The problem covers in No. 76 brought several letters. I'm still not sure of the solution of the cover reproduced here as Figure 1, but I am absolutely convinced that Scuppernong is in North Carolina and I apologize for locating it a little bit south.



Figure 1

This cover is not really quite as simple as it appears on casual inspection. It was mailed on September 5 at Scuppernong, addressed to White Sulphur Springs, Va. After reaching White Sulphur Springs, it was readdressed to Salt Sulphur Springs and remailed at White Sulphur Springs on September 11, rated 3c due for the first forwarding. From Salt Sulphur Springs it was again forwarded to Montgomery Springs, with a second forwarding charge of 3c, for a total of 6c due. Since this redirection appears to be in the same hand as the due markings, it was probably furnished by the Salt Sulphur Springs post office. There is, however, no postmark of this office.

The difficulty is that the forwarding charges are at the single letter rate. If the 3c stamp was on the envelope when originally mailed, why was 6c postage needed, except for a double letter? How, then, could it be forwarded at the single letter rate? If the 3c stamp was not on the envelope when first mailed but was added when the letter was remailed, it should have prepaid one forwarding charge and only 3c would be due.

A theory suggested by Douglas Smith offers a possible explanation. The letter may have been mailed after hours and the sender may have added the 3c stamp in the mistaken belief that the letter was over $\frac{1}{2}$ oz. or as insurance that the letter would not be detained. This would require the manuscript cancels on the envelope stamp and the adhesive stamp to correspond. The docketing over the 3c is probably a memo written by the addressee. J. V. Nielsen, Jr. and Kent Wilcox also sent comments. Incidentally, all the Virginia towns involved are now in West Virginia.

A thorough analysis of the cover in Figure 2 has been received from a member who prefers to remain anonymous. The rates on the cover can be explained only by discarding the preconception that it is a "forwarded" cover in the usual sense. It did not (as one might suppose at first glance) arrive at Boston by ship

and go from Boston to Ashford and then back to Boston. The Ashford address is not crossed out (as it should be if the letter had been forwarded from Ashford back to Boston) although the accidental smear over "Connecticut" is misleading. The explanation is rather that the cover arrived at a port within 100-200 miles from Boston, and was rated 2 dwt. postage for that distance plus 16 gr. ship letter fee. Since the letter bore the direction "To the Care of Saml Barret, Esq./Boston Massachusetts," it went on to the Boston post office, was postmarked there, and rated 1 dwt. (one additional rate) for the rest of the way to Ashford.

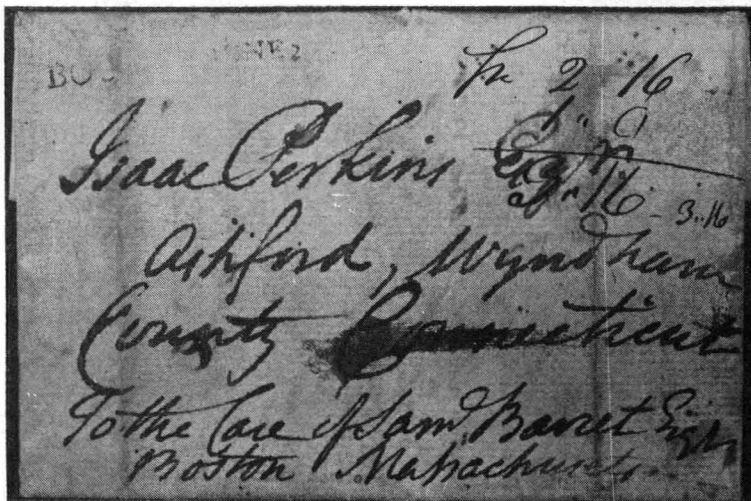


Figure 2

By this calculation the total postage charge was correctly rated at 3 dwt. from the port of arrival to the destination, according to the route traveled. This means that the Boston postmark is a transit mark, and that the postage from Boston to Ashford should not be considered "new" postage, but a continuation of the rate from the arrival point. If Barret had acted as a forwarding agent in taking the letter out of the Boston post office and re-mailing it, one would expect the postage to that point to be paid, Barret's name to be crossed out, and a notation on the reverse attesting his action.

Although certain details still remain unexplained in this analysis, I believe that it is fundamentally correct.

FURTHER NOTES ON BLAKELY-MOBILE

The problem cover presented in *Chronicle* No. 72 was postmarked Blakely, Ala. addressed to Mobile, with a Confederate 2c brown red (Scott No. 8) and a "10" due marking. The answer and discussion in *Chronicle* No. 73 were rather speculative. Now two covers recently offered at auction provide additional evidence.

One question raised was whether the 2c stamp should have been recognized and the due charge should have therefore been 8c instead of 10c. In the Nov. 24-25, 1972 sale of Peter Kenedi of California, lot 960 was a turned cover with a copy of the 2c on one side. Apparently (the illustration is partial) it was originally mailed as a drop letter and then forwarded. The cover bears the manuscript notations "Forwarded," "Missent," and "Due 8," indicating that the 2c stamp was taken into account in rating the letter.

In the previous discussion of the problem cover, one explanation advanced for the use of the 2c stamp was that the writer expected the letter to be mailed at Mobile as a drop letter for which 2c was correct postage and that, because of some unforeseen circumstance, it was deposited at the Blakely post office instead. A second item in the same Kenedi sale strengthens and virtually confirms this hypothesis. Lot 958 was an envelope bearing the 2c stamp tied by a distinct

Mobile postmark on a drop letter to Mobile. It is addressed to "Miss Lillie Marshall/Care Mr. Wm. T. Marshall," just as the problem cover is, and in *identical handwriting*. Both covers even have the same odd sidewise placement of the stamp. The clear suggestion is that Miss Lillie's correspondent (very likely a soldier stationed at Fort Blakely) had an arrangement for getting letters across the river and mailed at Mobile, thereby saving 8c over the rate from Blakely. They were probably entrusted to a fellow soldier or a traveler making the crossing; one such messenger failed to make a planned trip, or forgot to post the mail in Mobile, and so left at the Blakely post office the letter destined to become a problem cover, without paying the required additional postage.

HOWEVER YOU SLICE IT

Publication of the photograph in Figure 3 has been delayed for a considerable period although the Philatelic Foundation issued a certificate several years ago stating that the stamp did not originate on the cover. Certain aspects of the cover, however, were confusing and unexplained until George E. Hargest's article, "The Effect of the 1868 and 1869 U. S.-British Conventions on the Continuation of French Mail" appeared in the *1972 Congress Book*.

The cover shown originated at New York City on May 5, 1869, with a firm whose blue oval handstamp appears at the lower left. It is postmarked in red NEW YORK MAY 5 PAID 12. There is a boxed P. D. in red and a black ET. UNIS SERV. AM. A. C. B/18/MAI/69. A Rouen backstamp is dated May 18. The 30c 1869 stamp (which has a tear) is vaguely tied by an indeterminate blob. The endorsement "Par 'Siberia'" appears at the upper left. The "12" in the New York postmark is obliterated with blue crayon and a figure "6" (somewhat obscured by the P. D.) written in red crayon.

For the stamp to belong, the cover would have to be double weight, and the New York postmark should show a corresponding credit according to the service involved. Or, if the 30c stamp had been substituted for a 15c, the markings should betray the single rate. Here the first contradictions arose. *Siberia* was a Cunarder, and the credit to France per single letter by British packet was 12c. The 12c in the New York postmark seemed to agree, but it had been crossed out. An hypothesis that the *Siberia* had already sailed, and the letter was too late, or that she had not sailed at all, and the letter had gone on a different vessel, was short-lived. The *Siberia* did sail on May 5 and arrived at Liverpool on May 17.



Figure 3

There seemed no way to make sense of the "6" credit written in place of the crossed out "12." It could represent the credit to France for a single letter by American packet via England, but how could such an interpretation be reconciled with carriage on a Cunard steamship? The French receiving postmark was a type supposed to be used on mail by American packet by way of England, but several authors remarked that these postmarks were often inconsistently and incorrectly used. Six cents could also be the credit on a double letter by American packet direct, but, if so, the receiving postmark should be the distinctive octagonal HAVRE, not the circular Ambulant Calais. Whether or not the 30c stamp was genuinely used on this cover, there seemed to be no way to explain the discrepancies in the markings except to blame the postal clerks for carelessness and incompetence.

The true explanation, as revealed by Professor Hargest in the article cited, resolves all the difficulties. The article should be read in full for details on these points and additional valuable related information. The basic applicable fact is that from the effective date of a new U. S.-British convention on January 1, 1868, a new division of responsibility for conveyance of ocean mail became operative. From this date (for reasons fully explained in the article) letters in French mail by Cunard vessel via England were properly rated and treated as American packet letters, and there was no longer a "British packet service" for French mail.

The cover in Figure 3 did indeed travel by the *Siberia* and was correctly handled as an American packet letter via England. The 6c credit and the French receiving postmark are in accordance with this service. All the evidence indicates that this was a single letter and required only 15c postage. Furthermore, the tie is suspect and the date of May 5 is ten days earlier than the earliest use (May 15) recorded in the *U. S. Specialized*. The judgment expressed in the Philatelic Foundation certificate appears fully justified. Since the letter was pre-paid it is likely that a 15c stamp was removed and the 30c put in its place. The saddest aspect of this fraud is that a valuable and unusual cover was destroyed in the process.

PROBLEM COVERS FOR THIS ISSUE

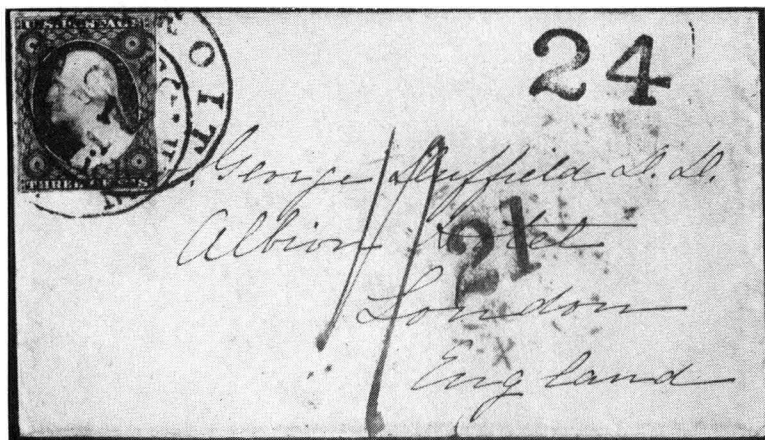


Figure 4

These problem covers show examples of the 3c 1851 "used abroad." Figure 4 illustrates a cover submitted by Thomas W. Priester. It was mailed at Detroit on August 17, 1852, and has a London backstamp of September 2. All markings are in black.

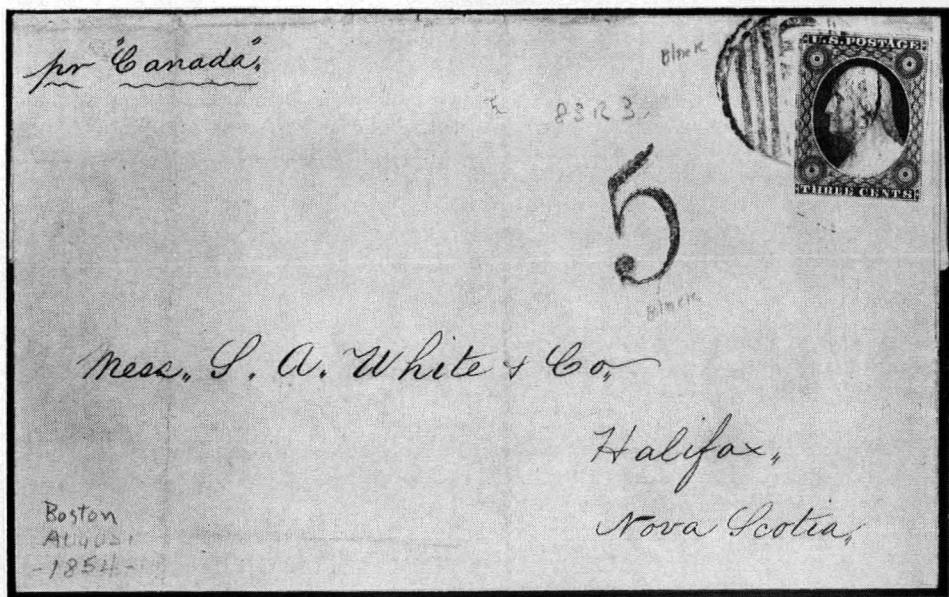


Figure 5

The folded letter in Figure 5 is datelined "Boston, Aug. 15, 1854." On the back is a 32 mm. BOSTON/BR. PKT./AUG 16 in black. There is also a circular UD. STATES/HALIFAX/AU 18/1854 in black on the reverse. The stamp is tied by the characteristic Boston PAID grid.

What function did the 3c stamp perform on each of these covers? What do the other markings mean and where were they applied?

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THE 1847-51 PERIOD (continued from page 12)

orange, bright orange brown, dark olive brown and black brown. This 1972 version is a sharp impression and consistently of the common red brown shade but—perhaps, if there are to be more printings, the Department will now favor us with some of the other shades.

Stamp collectors love stamps and there have been some lovely ones engraved for and issued by the Department during the classic period. Wouldn't it be great if the Post Office Department printed a "Stamp Collecting" stamp every year? What a wonderful opportunity to show the present generation of collectors—and non-collectors too—some of the fine stamps of the past under the magnifying glass.

Of course, I'd like to see the 10c '47 honored next to pair with the 5c and then think of all the other possibilities:—the ever popular blue 1c 1851, the 10c green of 1861 and imagine the popularity of the bicolored 90c 1869.

An appropriate stamp under the magnifier for 1976 would be the 24c 1869—the signing of the Declaration of Independence with recognizable signers whose heads are engraved smaller than the head of a pin. Let's hope the Citizen's Committee marks its calendar for this one in 1976.

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