

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

May 1973

Volume 25, No. 2

Whole No. 78

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## GUEST PRIVILEGE

### JOHN BOUTON'S POSTS — THEIR HISTORY AND HANDSTAMPS

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Very little has been reported about John Bouton and his important series of local posts. He suddenly appeared upon the New York postal scene and just as suddenly disappeared. The dates and data about his posts have frequently been given erroneously. He was involved with the Manhattan Express, the Franklin City, and the Bouton City post. The handstamps and the New York City directories give us a sizeable body of data that has not been available to those who specialize only in the local adhesives.

#### The Barr Predecessor

William V. Barr, postman, is first listed in the 1846 *Doggett City Directory* published in late June 1846 and containing data chiefly collected in May. Barr was listed at 121 Norfolk. Several other William Barrs are listed in this directory—one is a merchant, one a gunsmith, and one a boilerman. The gunsmith is reported as far back as the 1842 directory. There is at least a possibility that the William Barr, watchmaker, at 45½ Clarkson, listed in the directory is the same as the William V. Barr, postman. However, it seems more likely that William V. Barr is new to town and arrived in the summer of 1846 or the winter of 1845.

Only one handstamp of Barr's post has survived. It is on a cover of February 14, 1847, which contains a valentine for Hannah Price, reproduced in *Pat Paragraphs*, p. 1064. The handstamp is not clear as to the value but according to Elliott Perry it is probably 2c. The marking is a red 24mm circle MANHATTAN EXPRESS/WV/BARR/ C with the 't' or 'ts' in cents also blurred as was the value. The cover last changed hands for \$100 within the past five years with Mr. Perry purchasing it as an agent.

Barr sold his operation to John Bouton sometime after Valentine's Day in 1847 and prior to May 1847. Inasmuch as Barr was not reported in the 1845 directory and as there is no 1846 Valentine cover, it is likely that he began operations either shortly before Valentine's Day 1846, or shortly thereafter. On the basis of operating patterns from other locals, I would suspect he was in operation only 12-14 months, probably catching two Valentine periods. The directory published June 30, 1847 shows Barr as a coffee merchant at 37 Stanton. The 1848 directory confirms the coffee business and gives his home as 121 Norfolk—the earlier address of the penny post.

#### Bouton's Franklin Despatch and Manhattan Express

The *Doggett City Directory*, published in mid-1847, reports John Bouton, Manhattan Express post 10 Spring, home 10 Spring in the alphabetical listing (which is compiled in May). In the express section, edited later, it adds:

Franklin and Manhattan City Express Post for letters and small hand packages  
John Bouton, 10 Spring.

This is the first listing that connects John Bouton with a local. It connects him with two locals, and a package express, at *slightly different dates*. The *Doggett* of 1846 reports a John Bouton, grocer, at 68 King with his home at the same location.

There is no John Bouton reported in the 1845 directory, but in 1844 there are two reported. One, a ship carpenter living at Cherry, corner of Montgomery, first appears in the 1842 directory at the same address and occupation. The second John Bouton listed in 1844 is a clerk at 281 Pearl street with his home at 338 Greenwich. This Bouton may well be the one connected with the local in 1847.

Most of the Boutons in America in the mid-1800's are descendants of Jean Bouton, a French Huguenot who came over in the 1600's. One prominent

contemporary of the local post Bouton is John Bell Bouton, born March 15, 1830, in Concord, N. H. who in 1857-1866 was editor of the *New York Journal of Commerce*. He is probably too young to be the same man. Most of the Boutons settled in Connecticut and the John Bouton of philatelic fame probably came from that state.

From the evidence in the 1847 city directory we know that Bouton was operating the Manhattan Express at least as early as May 1847 (a fact confirmed by handstamps) when the original data for the directory was gathered, and the Franklin post in June, when the late additions were made just prior to publication.

Henry Abt in the third chapter of his *Boyd's City Express Post* states, . . . some time in 1846 William V. Barr established the Manhattan Express Post, and it is said, the Franklin City Despatch, serving the 'uptown' region between Canal Street and Union Square.

There is some evidence to support Mr. Abt in his statement that John Bouton did not found the Franklin City Post, however, it may not support his thesis that Barr founded it. First, there is a dated Franklin City Post cover of June 25, 1847, establishing its existence at that date. This cover accords with the facts in the city directories. It tends to confirm Bouton's operation at that date as the directory was published the following week. Second, there is a dated piece of September 2, (1847?) which was found by W. P. Brown in 1878 which has a manuscript 'Boutons' over it. Logic makes it highly unlikely that this is 1846 or 1848, although I have not had the cover to examine the New York city postmark to date it precisely, which probably could be done. The question is what a manuscript 'Bouton' was doing on it unless it indicated a takeover, as we find subsequently with the 'Swarts' manuscript on the Bouton stamps that Elliott Perry reported in his *Chatham Square* monograph. If a customer had bought the stamp previously and did not use it on a cover until September 1847, such a notation might well be put on the stamp, to show the change in ownership.

I have carefully searched the city directories of 1845-1848 to see if any Franklin was listed that might have originated this post, or that was at one of the various addresses occupied by John Bouton or William Barr. The search was unsuccessful. The most probable explanation is that the Franklin refers to Franklin street, which is south of Canal street, and nine blocks south of Spring street, where the Manhattan Express was located. It is on the other side of town from Barr's Norfolk street address. Thus, this location does not accord with Abt's explanation of Canal to Union Square being the area serviced.

For future postal historians who wish to explore the Franklin City Post I will go out on a limb and suggest that: a) Bouton did not found it but took it over in June 1847, b) Bouton closed it down prior to October 2, 1847, c) it operated from a Franklin street address and thus was not founded by Barr, d) a non-existent reverse directory of Franklin street listings in 1846-7 would probably identify the owner, who otherwise must be searched for by examining every single listing in the 1847 directory to identify all those on Franklin street, and e) the local probably was founded in 1847 to take advantage of the Valentine business that year and, therefore, we may yet find a handstamp.

There are serious problems involved in the Bouton Manhattan Express handstamp. The first question is the date of the takeover. The general assumption, in which I concur, is that Barr sold his post to Bouton after Valentine's Day 1847. One piece of evidence suggests the sale took place almost immediately after. This evidence is the existence of a cover dated February 18, 1847, with an uncanceled Bouton Manhattan Express stamp tied by a filing crease. This letter carries a red New York circle handstamp and is addressed to 'Watesolich, N. Y.' according to Robson Lowe's report of it in the Basle 1972 sale. No such town, or *similarly named town*, ever existed in New York state according to the post office records. A very bad misreading of the manuscript address might have confused the town and state, but the name as



reported does create a problem. The second problem in connection with this cover is that it bears a Bouton's Manhattan Express stamp. Normally the local posts used handstamps prior to the use of adhesives. There is no Bouton Manhattan Express handstamp known near this date so that normal procedure would have to be inverted to justify this cover.

The handstamp used for this local is a 32x24mm reddish-brown colored marking. It reads: BOUTON'S/MANHATTAN/lozenge/EXPRESS. Several covers have a manuscript 'paid 2' to indicate the rate. I have been able to record the following covers: a) lot 402 in the Kaufmann 1972 sale dated April 29, 1847, b) a May 31, 1847 item, lot 1255 in the Lowe Basle 1972 sale, c) an undated copy illustrated here, d) a copy dated September 1, 1847 and e) lot 176 of the Lazarus 50th Mail sale dated July 16, 1848 with certification by John Fox. This last also has a red-brown adhesive negative PAID, measuring 27x7mm.

There are, unfortunately, two varieties of the Manhattan Express handstamp reported. One difference is that one variety has the lozenge and the second does not. Also differentiating these two is the fact that the non-lozenge variety has the 'H' of Manhattan directly under the 'T' of Bouton: It also has a different letter spacing. In order to better study this handstamp, I would appreciate Xerox's of known covers in various collections, with notations on the contents, date, etc. if possible.

It is my opinion that not both varieties are genuine. This opinion rests upon the dates of the reported covers, the fact that use of two handstamps in such a short time span in this period (rather than the later Boyd/Hussey period) is otherwise unknown and unlikely under the same ownership. Bouton is not otherwise known for this practice as his later handstamp testifies. New handstamps almost always have a valid philatelic reason until the later period. No one has presented such a reason for two handstamps here with the peculiar use pattern they denote.

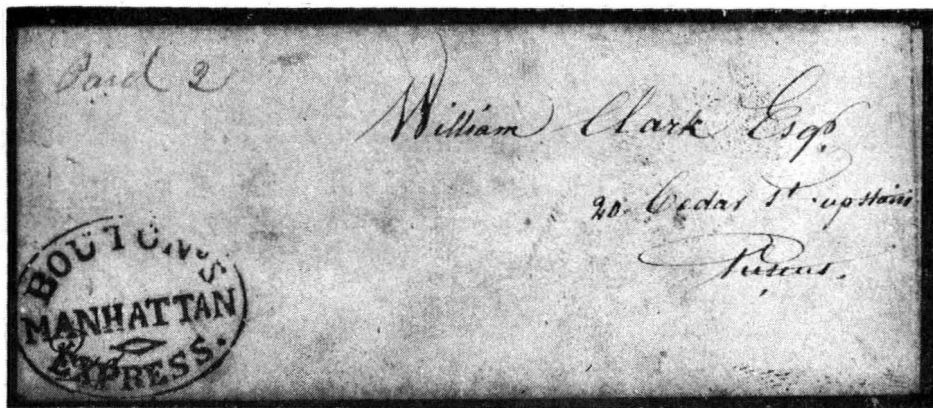


Figure 1  
(Photo by Adrien Boutrelle)

The first cover to examine is the one of July 16, 1848—a non-lozenge variety. The date is late—very late! It is also well after Bouton began using his Bouton's City Express handstamp, raising the problem of why there are two handstamps at the same time, inasmuch as the City Express handstamp is known in the fall of 1847.

The alphabetic listing of the 1848 *Doggett's Directory*, published June 30th of that year reads: 'John Bouton express post 29 Spring, h. 25 Dominick'. However, preceding the listings is a notice of changes 'too late to be entered' which reads: 'John Bouton, express post, 175 Bowery'. Thus we know Bouton moved between May and late June 1848 to the 175 Bowery address. The listing under the Express category at the end of the directory reads:

Franklin and Manhattan City Express Post for letters and small hand packages  
John Bouton 175 Bowery.

Except for the address, this listing is identical with the one published a year earlier. Yet, at this period *only* the Bouton City Express handstamps are known *except* for this July 16, 1848 Manhattan Express cover. I have been unable to record any other cover that overlaps the two handstamp dates and an overlap of nine months is dubious without a single substantiating second item. If this cover, with its fancy negative PAID label, is dubious, then any other cover using the same typesetting is also suspect. This would include the one recorded May 31, 1847, which does have the same typesetting and which does not have the lozenge. The style of this non-lozenge handstamp may well have inspired the Bogus Type B stamp illustrated in Patton. The May 31st cover is sandwiched, in date sequence, between covers bearing the lozenge and thus raises the problem of why.

The April 29, 1847 cover bears the lozenge and is to an addressee known to have resided at that location in the 1847-8 period. The undated cover, illustrated here, (Figure 1) is addressed to William Clark at 20 Cedar street, upstairs. From 1846 through to the 1850's, one of the residents at this address is a G. W. Powers, domestics. In the 1850's a J. B. Montgomery, cloths, also shared this address. He is not listed in the 1846 or 1847 directory. Unfortunately, neither is William Clark—at this address. Searching from 1842 through to 1851, there is no William Clark or Clarke at 20 Cedar. However, there are a plethora of Clarks on Cedar street—numbers 15, 80, 87, 89 and 106 were all Clark or Clarke residences in 1846-1847. Thus, it is not unlikely that young William Clark moved out of his family domicile for a while and took the upstairs room at 20 Cedar.

A final note of mystery about the Manhattan Express is the fact that it again shows up in 1859 as a local city post. My article on *Stone's City Post* covers this late revival of the name. As Mr. Stone was in New York at the time Swarts was disposing of his operation, he may have bought the rights to this name from Swarts who acquired it from Bouton; more likely Stone just appropriated it.

### The City Dispatch Post Handstamp

Past records report this handstamp only during 1848. It is a red 31x19mm oval reading: BOUTONS/CITY/DISPATCH POST. A substantial quantity are known, a few of which will be listed later. The earliest recorded copy is illustrated here, Figure 2. It is in the same brownish-red as the Manhattan Express handstamp and is unlike the typical orangish-red normally reported for the City Dispatch Bouton marking. The color, therefore, is scarce.

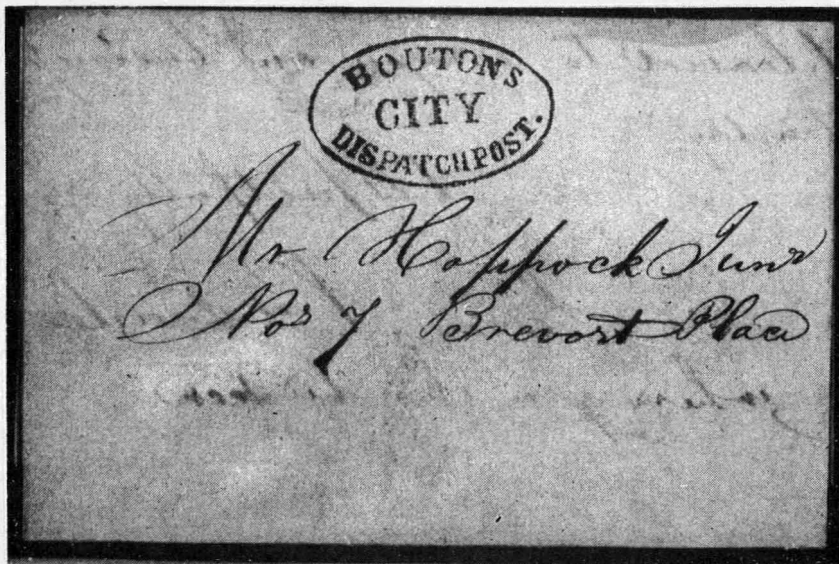


Figure 2  
(Photo by Adrien Boutrelle)

The letter bearing this first Bouton City Dispatch marking is addressed to Mr. Hoppock and is not year dated but is dated October 2nd and asks the addressee to meet the next day, Sunday, at the Howard House. The only October 2nd on a Saturday during the period when Bouton operated is in 1847. Thus this letter has to be dated October 2, 1847 and is the earliest recorded use of this handstamp. This is confirmed by the city directories. An Ely Hoppock lived at this address in 1845 and James L. Hoppock lived there in 1847 according to the directory published June 30, 1847—Ely having moved to 128 10th street. James was a grocer at 62 Dey, living, however, at the address on this cover. He is not listed in the directory published in mid-1848.

Following the September 1, 1847 Manhattan Express handstamp, this cover fits nicely into the time sequence of the Bouton operations if we disregard the very late July 1848 Manhattan Express cover. This Hoppock cover suggests a change of some sort in the operation during September 1847. Such a change might be the move from 10 to 29 Spring street which we know took place between June 1847 and June 1848.

For the record, some of the dates I have noted this handstamp recorded are listed below. It is definitely not meant to be a comprehensive list:

10/2/1847	4/29/48	11/6/48
1/5/1848	7/16/48	12/2/48
2/12/48	7/18/48	12/9/48
4/16/48	9/12/48	(several undated)
4/29/48 (Bridgeport)	10/13/48	

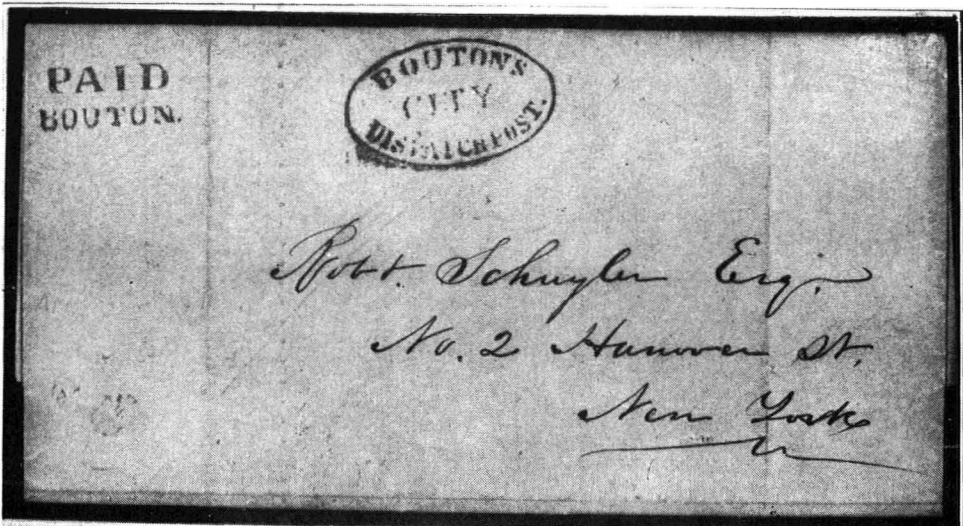


Figure 3  
(Photo by Adrien Boutrelle)

A typical example of the orangish-red handstamp is illustrated as Figure 3. This letter is from an engineer who wants to work on the New York and New Haven Railroad out of New Haven. Dated April 29, 1848, it is addressed to Robert Schuyler, a civil engineer, who had his office at #2 Hanover at least from 1842 through 1848. His home, according to the 1847 directory, was 13 Laight. This cover also bears a red 20x10mm straightline supplementary marking: PAID/BOUTON. The PAID may also be found separately. I record this supplementary marking on stampless covers of 4/29/1848, 7/5/48, 11/6/48, and 12/2/48. The BOUTON is also reported as a separate listing.

While covers bearing adhesives are not the subject of this analysis, there is one that should be commented upon. That is a cover sold as lot 869 of Siegel's 342nd sale. This cover bears an adhesive purportedly tied to a cover of May 19, 1847, by a PAID/BOUTON. If the cover date is 1847, as reported in the catalog, it is remarkably early and the stamp should be closely examined to see if it is "tied". Neither adhesive nor handstamp is otherwise reported

this early, and it is always wise to examine all locals that fall out of the logical mainstream of date sequence for the known handstamps.

Another supplementary marking is reported on two Bouton covers and two of Swarts. This is a red 9x8mm N. One of the Bouton covers is illustrated as Figure 4. The other is addressed to 9 East 11th street. Neither is dated. The two Swarts items are known in March and June of 1849. The purpose of this supplementary marking is not known. The late Swarts items make it unlikely that the handstamp represented a North-South geographic split between the two posts.

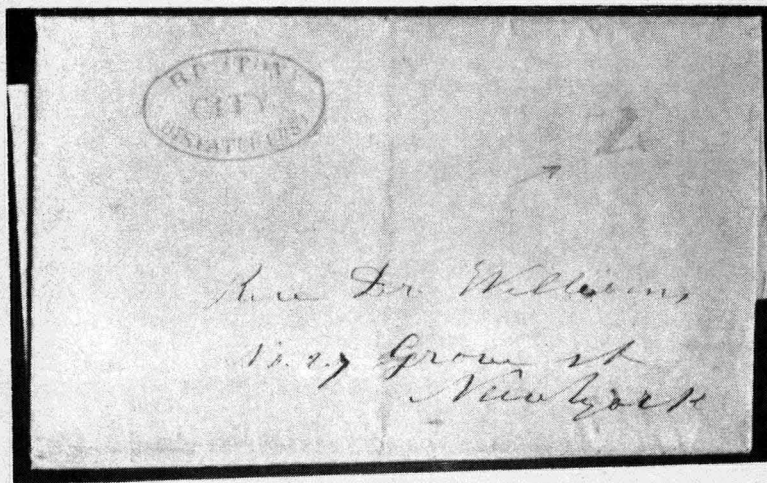


Figure 4

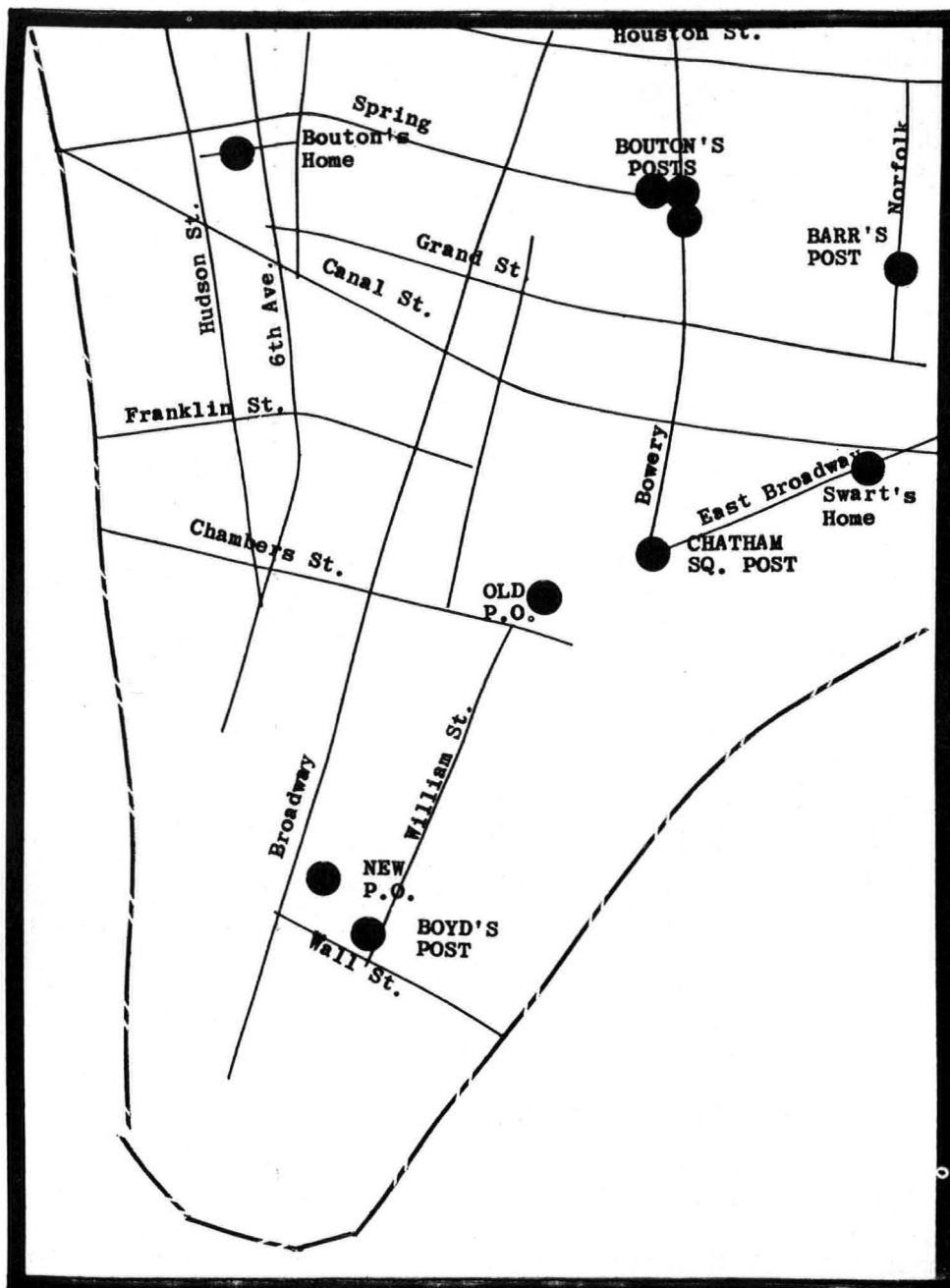
All four uses, however, are on covers addressed North of Houston street. Therefore, it is possible that this marking represented a special Greenwich Village routing—possibly even an unknown second local. Owners of Bouton markings addressed north of Houston street that *do not* bear this handstamp are asked to contact the author as are owners of Swarts covers, prior to June 1849, that do have north of Houston addresses *not* bearing this handstamp. I should also be interested in hearing of other local covers bearing this “N”, which should not be confused with the blue “railroad” “N” known in the 1840’s.

### The Swarts Takeover

John Bouton had shown himself to be an enterprising local in the two years of his operation. The number of Bouton covers illustrates the degree of his success. Thus it was not illogical for Aaron Swarts to want to buy him out if Swarts was to achieve his goal as a major New York local. The accompanying map, showing the locations of the Bouton, Barr, and Swarts posts, illustrates clearly that Swarts would have problems growing northward with the city if Bouton continued. Southward operations were already heavily limited by the very successful Boyd post.

Elliott Perry in his *Chatham Square Post Office* has discussed the Swarts scheme to become the U. S. post office carrier agent for mail north of Chambers, leaving that south of Chambers to Boyd. While the proposal did not go through it was in the air in January 1849. The details are adequately covered by Mr. Perry.

As Bouton did sell out to Swarts, the question is when. The takeover certainly did not take place prior to December 9th, 1848, the date of the last known Bouton handstamp. It apparently did take place by February 3rd or 5th 1849 for one of the items illustrated in the Chatham Square booklet is a dated piece containing a Bouton stamp with a Swarts signature over it. This item is dated February 3rd or 5th, 1849. Mr. Perry raises the question of whether the takeover occurred before or after the proposed government carrier proposition, of January 1849.



Based upon the known Bouton cover quantities and the scarce number of Swarts covers known in 1848 it would be presumptuous of Mr. Swarts to make a proposal to the government to handle the mails north of Chambers unless he had already eliminated his far more successful rival, John Bouton. There is philatelic evidence that the takeover occurred between December 9th and December 16th 1848. This evidence is: 1) there are only two Swarts covers known before December 16, 1848—the two Branch post office items, with the fancy eagle and stars. They both date to January 1847. Perry does mention one Swarts B Post item that “may possibly have been used in June 1847”. I’ve not seen this cover and do not know the basis of his reasoning; however, misreading a “7” for a “9” is not an uncommon problem in dating

covers. 2) What we do know is that the earliest of the well-known Swarts items is definitely found on December 16, 1847 and from then on continuously through to November 7, 1851. These covers are in some quantity in January and February 1848, compared with the one known copy in December and the zero (excluding Perry's June 1847 comment) copies earlier than December 16 although Swarts operated through the year. 3) The shift from a large number of copies of Bouton handstamps to a large number of Swarts handstamps ties in well with the last dated and first dated copies of each. It strongly suggests a shift in operation between the two.

The edition of *Doggett's City Directory*, published on June 29, 1849 does not list John Bouton. However, the 1851 city directory does list a John H. Bouton as a printer at 37 Cherry Street. It might be noted that the ship's carpenter Bouton of 1842 also lived on Cherry street. The *Doggett* 1851 does not carry this Bouton listing but the *Rode's City Directory* does. I have not found any further Bouton listings in subsequent years.

### A Hypothetical Dating

In order to present a finished picture, even when the data is not available, I have constructed a *hypothetical* date structure covering when various types of handstamps connected with Bouton might be expected.

Dates	Known	Type	Address	Notes
2/10/46-2/15/47	2/14/47	Barrs	121 Norfolk	
2/16/47-9/30/47	4/29-9/1/47	Manhattan	10 Spring	
10/1/47-12/30/47	10/2/47	Bouton City	29 Spring	Carmine color
1/1/48-6/1/48	1/5-4/29/48	Bouton City	29 Spring	Orangish color
6/2/48-12/9/48	7/16-12/9/48	Bouton City	175 Bowery	Orangish color
10/1/47-12/9/48	4/29-12/2/48	PAID/Bouton	various	
6/2/48-6/30/49	-/-48-6/49	N	various	
12/16/48- on	12/16/48	Swarts B	2 Chatham	used 2 companies; North of Houston service

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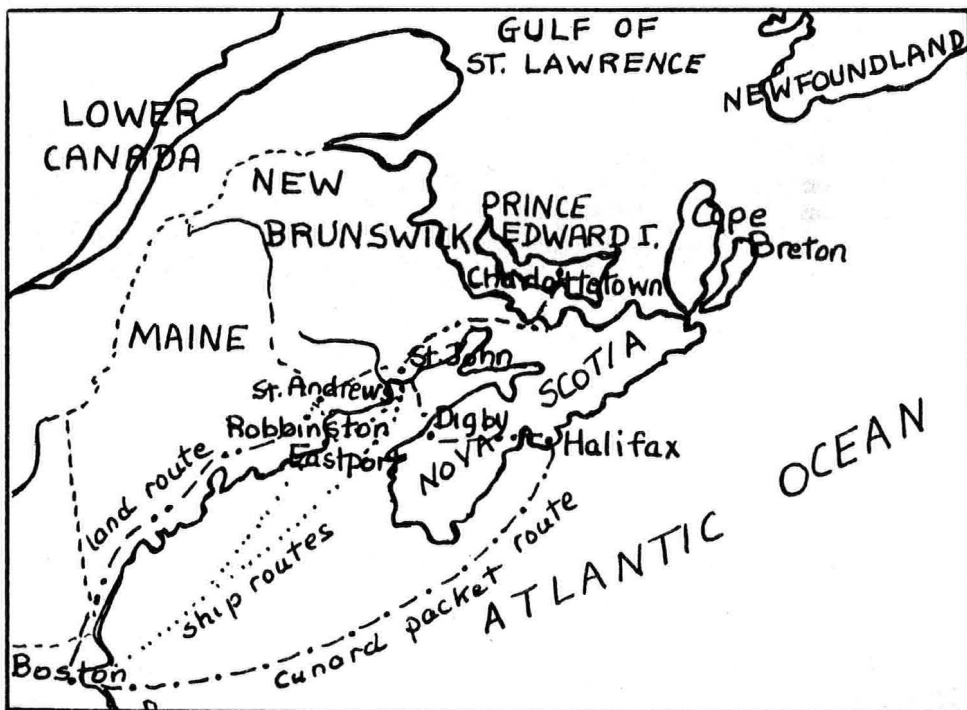
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**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**1847 COVERS TO THE MARITIME PROVINCES**  
**CREIGHTON C. HART**

There are more 1847 covers to Upper and Lower Canada than there are to all other foreign countries combined. To Upper and Lower Canada I presently list 239 1847 covers and to all the other countries only 219. Because New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland are part of Canada today, it is natural to think of covers addressed to the Maritime Provinces as covers to Canada. However, until joining Confederation in 1867 (or later for Prince Edward I. and Newfoundland) each of the Maritime Provinces was autonomous.

To emphasize this distinction, the next issue of the *Chronicle* will have a separate article on 1847 covers to Canada. This article on '47 covers to the Maritime Provinces, together with the two preceding articles on foreign uses and the one to follow on Canada, will give our members all the information I have on '47 covers to foreign countries. Although there undoubtedly are foreign uses I do not yet list, I believe the lists are near enough complete to be useful. Each year an occasional unlisted cover appears at auction or in a dealer's stock but it happens less often with each passing season.



Map showing location of the Maritime Provinces, and the principal land and sea routes between them and the United States.

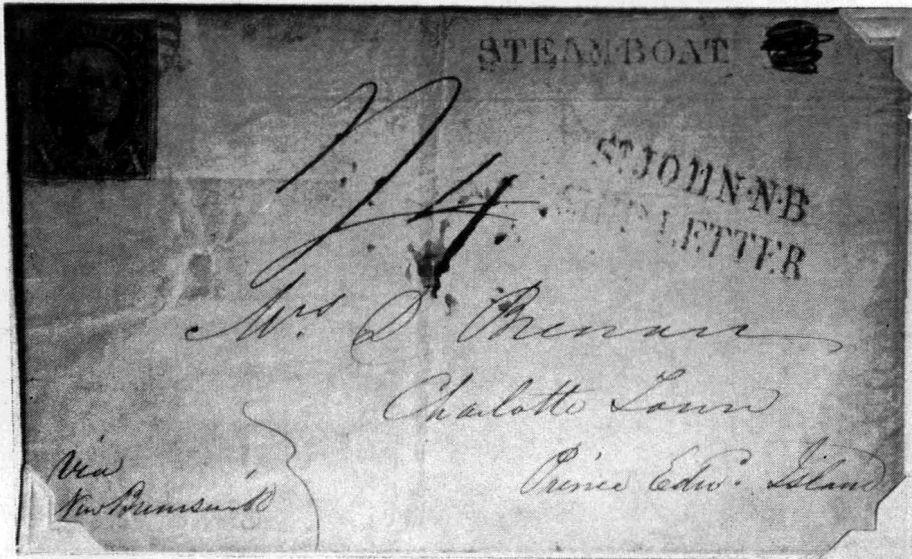
It will be advantageous to make some comparisons to show when the rates and routes to the individual provinces were the same or similar and when they were different. Both the Canadas and the Maritime Provinces were under the ultimate control and supervision of the General Post Office in London until April 6, 1851, for the Canadas, and until July 6, 1851, for Nova Scotia and New Brunswick. This 90 day lag from April 6 to July 6, 1851, occurred just

before the '47 stamps were demonetized on July 1, 1851. On April 6, 1851, when the postal system in Canada passed to local control, a new "paid through rate" became effective. This new rate of 10c U. S. or 6d Canadian enabled correspondents to repay the entire postage from the origin in one country to the destination in the other. However, because of the 90 day lag, the old rates to the Maritime Provinces continued, with the U. S. domestic "Paid to the lines" either 5c or 10c depending upon distance, then the internal Maritime Provinces postage was due from the addressee.

Covers to Canada always show the prevailing domestic rate *by land* whereas '47 covers to the Maritime Provinces were carried about half the time by land and about half of the time by sea. A specialized collection of covers to the Maritime Provinces can exhibit covers carried *by land* and also covers carried *by sea*. Such a combination showing of '47 covers carried both by land and by sea is not possible for '47 covers to any other foreign countries.

Covers carried by land are backstamped so it is possible to follow the routing as they passed from one exchange office to another. These foreign markings contain a year date which U. S. postmarks lack. This information is vital for listing the covers in chronological order. Covers carried by sea divide into two classes. It is well to note the differences because, although those carried by packet are scarce, those carried by private ship are rare.

The term "packet" of course means that the mail was transported by a steamer under government contract. In the case of the '47 covers to the Maritime Provinces this service was by the Cunard liners under contract to the British government. The term "ship" means that the cover was carried by a non-contract vessel, a private ship, and for the Maritime Provinces this usually meant a coastal vessel rather than a transatlantic steamer. When carried by a private ship the word "SHIP" was prominently struck on the front of the cover (Cover A). Packet covers received a circular handstamp with the wording "UD. STATES/HALIFAX" and the date.



Cover A has STEAM-BOAT and ST. JOHN N.B./SHIP LETTER handstamps indicating carriage by a non-contract vessel. This cover went by coastal steamer to the post office at St. John and from there was sent via the overland route to Prince Edward Island. (Anne Boyd Lichtenstein Foundation Collection)

The mail route by land from the United States passed first through New Brunswick, then Nova Scotia, and then to Prince Edward Island. Covers to these Maritime Provinces will be discussed separately but in that order. There are presently 36 covers on my list with 8 of these addressed to New Brunswick, 25 to Nova Scotia and 3 to Prince Edward Island.

Because there are so few covers each will be described. There are two reasons for the detailed listings of covers which have appeared in the 1847

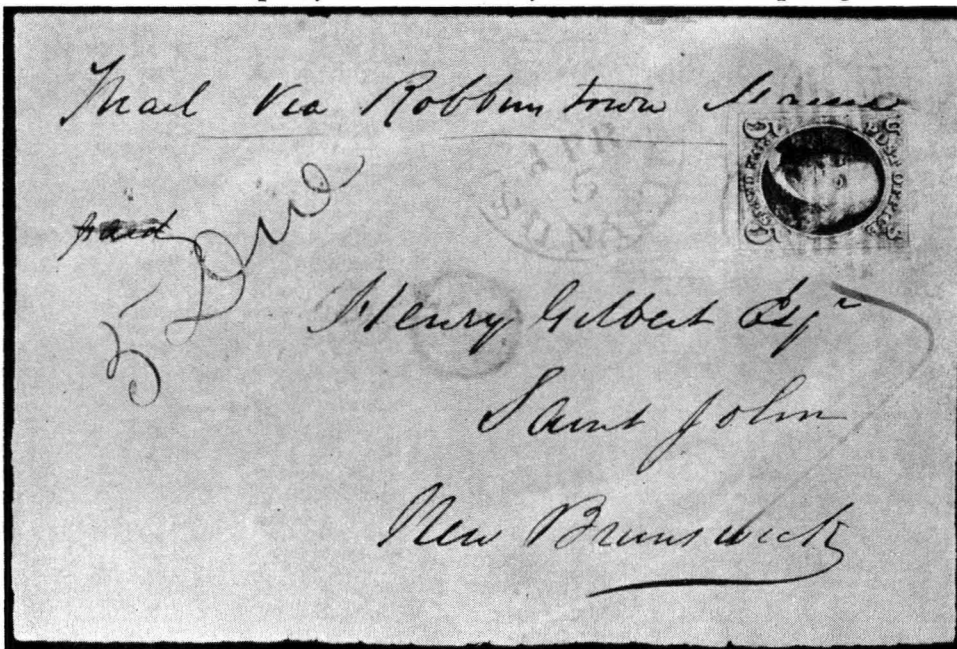


section since 1962. First, it should be an asset for our members to know what covers and how many are extant to meet their collecting hopes. Equally important, these lists will serve as check lists for covers in your own collections, and I trust that you will report to me any covers which you own and which are not listed. All covers seem eventually to return to the philatelic market place, even though yours may not now be for sale.

### New Brunswick

As the map shows, New Brunswick has a long border in common with Maine. Because of this one expects most of the mail to travel the land route rather than by sea. The eight '47 covers herein listed went this route. However, Susan McDonald writes that "plenty of stampless covers at this time went by water—as ship letters and sometimes bootlegged by travellers." So far none of these covers by sea have turned up with '47 stamps.

Two of the covers on the New Brunswick list have special postal history interest. The cover from New York, January 20, 1848, was carried outside the mail from Liverpool and forwarded from New York to St. John. These "outside the mail" letters have been popularized by being labeled "bootleg" because expensive ocean postage was saved. Many letters during this period were carried outside the mail for speedy and safe delivery as well as to save postage.



Cover B should have 10c U. S. postage. The sender correctly routed it overland "Mail Via Robbinstown, Maine" but incorrectly marked it "paid." The clerk at the late Express post office desk crossed out the "paid" and incorrectly rated it "5 due" although there was no agreement for the U. S. P. O. to collect the 5c shortage from the New Brunswick post office.

### 1847 COVERS TO NEW BRUNSWICK

Date	Stamp(s)	Postmark	Destination	Notes
Jan. 8, 1848	5c (2)	Boston	St. John	By land, add. C. & W. Adams
Jan. 20, 1848	10c (1)	New York (origin Liverpool)	St. John	By land, add. Alex Yates; (bootleg "per Cambria")
Jan. 31, 1850	10c (1)	New York	Sackville	By land, add. unknown
May 8, 1850	10c (1)	U. S. Express, N. York	St. John	By land, add. Henry Gilbert
Apr. 5, 18-X	5c (1)	U. S. Express, N. York	St. John	By land, add. Henry Gilbert; short paid
Sep. 23, 18-X	5c (2)	U. S. Express, N. York	St. John	By land, add. Henry Gilbert
Oct. 4, 18-X	10c (1)	U. S. Express, N. York	St. John	By land, add. Henry Gilbert
May 11, 18-?	5c (2)	U. S. Express, N. York	St. John	By land, add. Thos. Gilbert

All the covers to New Brunswick have 10c in postage except the April 5th, "N. York U. S. Express" which has a single 5c, (Cover B). This cover is short paid and marked "5 due" although there was *no* way to collect it. This letter probably got by because it was handed to a clerk at the window kept open an extra hour for late letters, (the Express postmark). The clerk evidently didn't know any better than to mark U. S. postage due.

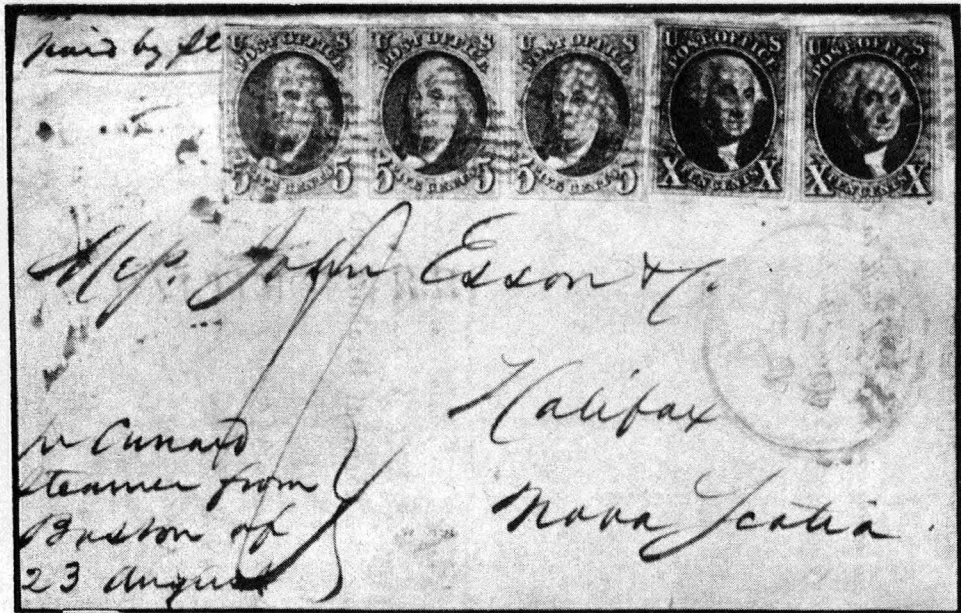
The three covers to Henry Gilbert with the year date given as 18-X are fronts only so there are no backstamps to give the year date. To show this lack of information an "X" is used. The cover with the year date 18-? is an entire folded letter and the year date may be evident in the backstamp. Because this information is as yet unknown a "?" is used.

### Nova Scotia

Halifax was a regular stop for the Cunard steamers during the currency of the 1847 issue, so it is not surprising that there are more '47 covers to Nova Scotia than to any of the other Maritime Provinces. The Cunard steamers were under contract to the British Post Office so 15 of the 16 covers that went by sea have packet due markings. Only one letter (July 9, 1849) has a non-contract handstamp, ST. JOHN N. B./SHIP LETTER.

The causes behind the postal war that explain the "retaliatory" covers are now well known to specialists of the 1847 issue and to postal history collectors. However, since the story has not appeared in the 1847 section previously, it will be briefed here for those not familiar with it.

A new era in transatlantic mail operation began in 1840 when Samuel Cunard put into service a fleet of new steamers. These Cunard liners were fast and followed a regular schedule across the Atlantic. Cunard continued to improve his service and for seven years enjoyed a virtual monopoly on ocean passenger travel and packet mail.



Cover C is a retaliatory rate cover. It originated in Baltimore where it was given to a rail route agent who struck the Baltimore RR marking. The total postage for this letter was 59c, the United States part being 35c and 24c (1 shilling) being collected from the addressee. (Creighton C. Hart Collection)

The United States Congress, hoping to share the profitable ocean postage revenue, subsidized two steamers, the *Washington* and the *Herman*. The British Post Office, imagining the threat to their packet mail revenue to be greater than it proved to be, imposed ocean postage on all transatlantic mail, effective as of June 1847, *whether carried by British packets or not*. This arrogant act by the British Post Office led to a confrontation with the United States Post Office which, with the backing of Congress, retaliated on July 1, 1848, by

assessing ocean postage on all mail carried by foreign vessels from countries imposing such rates on mail by U. S. packets. There was enough complaining by business men on both sides of the Atlantic to bring about a postal treaty which was signed in London Dec. 15, 1848, ending the double charge as of Jan. 3, 1849.

The "retaliatory" period lasted only six months so there are few examples with 1847 stamps. Two of these scarce covers are to Nova Scotia, one with 30c in '47 stamps and the other with 35c. The cover with three 10c '47's is dated Aug. 15, 1848. This cover mailed in Boston paid the 5c domestic rate to the port at New York plus the retaliatory charge of 24c. The other one (Cover C) originated in Baltimore and the 35c paid the 10c domestic rate for over 300 miles to the Boston port plus, of course, the retaliatory charge of 24c. In each instance the use of stamps required a 1c overpayment because there were only two denominations in our first issue.

The sequence of backstamps discloses that the March 21, 1848, cover (Cover D) from Frederickburg, Va., endorsed to go by the *Cambria* packet, actually went overland. The foreign receiving backstamps show the overland route the letter took, apparently having missed the *Cambria's* departure in New York. The carelessly written postage due, that is correctly decipherable only by another post office clerk, is 1 shilling 1½ pence, the overland rate from the border.



Cover D appears to have gone on the Cunard packet *Cambria* but the foreign receiving backstamps show otherwise. This cover went overland; postage of 1 shilling 1½ pence was collected from the addressee.

In her article on Cunard packet mail Susan McDonald comments about the two covers with 25c in '47 stamps both addressed to Robert Noble & Sons.

It [Cover E] was mailed at Baltimore May 28, 1849, "Pr Steamer Canada Via N. York." There are two copies of the 10c 1847 and a single copy of the 5c, making a total of 25c on the cover. The 5c stamp is tied by a Nova Scotia circular due marking for 1/1½ cy., the correct rating for a single packet letter at this date. The 10c stamps are not tied. Since the distance from Baltimore to New York is under 300 miles, only 5c was required on this letter. The 10c stamps did not perform any function and, in my opinion, do not belong on this cover. The same remarks apply to a similar cover from the same correspondence dated September 18, 1849, also with a single 5c and two 10c 1847 stamps. It, too, went on the New York packet—the "Niagara" sailing September 19.

Both of these 25c covers have "pure breed" pedigrees. The one dated May 28, 1849, (Cover E) was formerly in the Senator Ackerman collection which was put together by Elliott Perry. This cover is also illustrated on p. 33 of volume I of Lester Brookman's *United States Postage Stamps of the 19th Century* (2nd edition). The other 25c Noble cover was in the John F. Seybold

collection when it was dispersed in 1910. Later this same cover was in the Ackerman collection when that collection was sold by Perry in 1928. It was last auctioned in 1966 by John A. Fox as part of the Hollowbush Collection.

If there is a moral here, it must be that although pedigrees are important and impressive, they are not guarantees of genuineness.



Covers E and F are two covers to Robert Noble & Sons. The upper cover (E) required only 5c postage from Baltimore to the port of New York from which the Cunard line "Canada" embarked for Halifax on May 30, 1847.

Cover F has a pair of 5c which paid the rate for over 300 miles from Baltimore to Boston, the port from which the "Hibernia" sailed for Halifax on September 18, 1850.

The contents of another Noble cover (Cover F) reveal that Noble's Baltimore correspondent was Thomas R. Matthews & Co. Both Robert Noble & Sons and Thomas R. Matthews were substantial business firms. In the September 15, 1850, letter Matthews confirms an agreement to make "a tender . . . to supply the Army contracts with flour," a sizable bit of business which shows the responsible positions of both companies.

That the Matthews company was well informed about mail is clearly evident from the specific instructions written on the covers about Cunard

steamers whether departing from New York or Boston. It seems improbable that such a large and important firm as Thomas R. Matthews & Co. would over-pay the 5c postage rate from Baltimore to New York twice by 20c.

The two covers to Halifax posted February 24, 1848, and February 29, 1848, have only recently been reported by Herman Herst, Jr. and are in his April 18, 1973 auction.

#### 1847 COVERS TO NOVA SCOTIA

<i>Date</i>	<i>Stamp(s)</i>	<i>Postmark</i>	<i>Destination</i>	<i>Notes</i>
Aug. 18, 1847	10c (1)	Baltimore	Halifax	By packet, add. S. A. White
Aug. 25, 1847	5c (2)	Baltimore	Halifax	By packet, add. John Tobin
Sep. 30, 1847	10c (1)	Baltimore	Halifax	By packet, add. John Tobin
Feb. 2, 1848	10c (1)	New York	Lower Horton	By land, add. Chas. Harris
Feb. 18, 1848	10c (1)	New York	Arichat	By land, add. Capt. Dorman
Feb. 24, 1848	10c (2)	Baltimore	Halifax	By packet, add. Thos. Kilham
Feb. 29, 1848	10c (2)	New York	Halifax	By land, add. J. V. M. Tobin
Mar. 21, 1848	5c (2)	Fredericksburg, Va.	Halifax	By land, add. S. A. White
Aug. 15, 1848	10c (3)	U. S. Express, Boston	Pictou	By packet, retaliatory; add J. D. B. Frazier
Aug. 22, 1848	5c (3)	New York	Halifax	By packet, retaliatory; add. John Esson
May 28, 1849	5c (1)	Baltimore	Halifax	By packet, add. Robert Noble
June 4, 1849	10c (2)			
July 9, 1849	5c (1)	Philadelphia; one 5c stamp missing	Halifax	By packet, add. John Esson
July 9, 1849	5c (2)	STEAM-BOAT; ST. JOHN N. B. /SHIP LETTER	Pictou	By private ship; add. Hugh Kennedy
Aug. 30, 1849	10c (1)	U. S. Express, N. York	Londonderry	By land, add. McLellan & Son
Sep. 18, 1849	5c (1)	Baltimore	Halifax	By packet, add. Robert Noble
Sep. 23, 1849	10c (2)			
Sep. 23, 1849	10c (1)	Fredericksburg, Va.	Halifax	By packet, add. S. A. White
Oct. 17, 1849	5c (2)	U. S. Express, N. York	Londonderry	By land, add. McLellan & Son
June 20, 1850	10c (1)	Philadelphia	Wallace	By land, add. Richard Scott
June 26, 1850	5c (1)	X (Boston)	Pictou	By packet, add. J. Primrose
July 5, 1850	5c (1)	X	Halifax	By packet, add. S. A. White
July 22, 1850	10c (1)	Boston	Halifax	By land, add. Blanchard
Sep. 15, 1850	5c (2)	Baltimore	Halifax	By packet; add. Robert Noble
Sep. 28, 1850	10c (1)	New York	Yarmouth	By land, add. Thos. Killian
Apr. 27, 1851	10c (1)	Baltimore	Halifax	By packet, add. unknown
May 26, 1851	5c (2)	Baltimore	Halifax	By packet, add. unknown

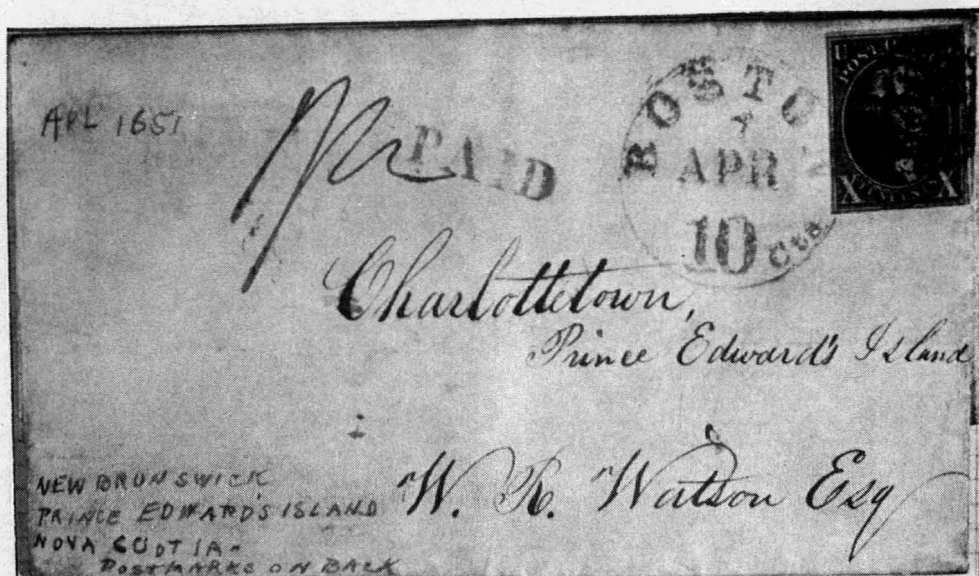
#### Prince Edward Island

Because of the location of Prince Edward Island, mail from the U. S. had to travel circuitous routes. The main ocean routes bypassed it and an added disadvantage was not being attached to the N. S. mainland. There are only three 1847 covers to Prince Edward Island on my list; they are all choice ones. I wish there were many more.

Besides the ST. JOHN N. B./SHIP Letter (Cover A), one other P. E. I. cover deserves special notice. The cover (Cover G) used April 7, 1851 offers an excellent opportunity to compare the differences in rates to Canada and to the Maritime Provinces due to the 90 day interval mentioned earlier. The 10c stamp on this cover paid postage only to the U. S.-N. B. border, with postage from the border to Charlottetown due from the addressee. On April 6, 1851, the U. S.-Canada treaty became effective and a 10c '47 stamp would have paid the entire postage from Boston to any destination in Upper or Lower Canada.

#### 1847 COVERS TO PRINCE EDWARD ISLAND

<i>Date</i>	<i>Stamp(s)</i>	<i>Postmark</i>	<i>Destination</i>	<i>Notes</i>
May 10, 1849	10c (1)	STEAM-BOAT; ST. JOHN N. B. /SHIP LETTER	Charlottetown	By land, add. Mrs. Brennan
Feb. 7, 1851	5c (2)	Boston	Charlottetown	By land, add. W. R. Watson
Apr. 7, 1851	10c (1)	Boston	Charlottetown	By land, add. W. R. Watson



Cover G is postmarked April 7, 1851. The 10c stamp paid postage only to the New Brunswick border. On April 6, 1851 with transfer of the post office from British to Canadian control the U. S.-Canada treaty went into effect providing for a 10c paid through rate from origin in the U. S. to destination in Canada. The Maritime Provinces, however, did not take control of their own post offices until 90 days later on July 6, 1851. During this interval residents of the Maritime Provinces continued to pay the inland domestic postage which for this letter cost 1 shilling 1½ pence. (Sidney Hessel Collection)

### Newfoundland

No '47 covers to Newfoundland are listed. I wonder if any exist! Does anyone have one or know where one is?

In preparing this article I have had available 19 color slides and 13 black and white illustrations. I've relied on descriptions for listing 4 of the covers. My records show that only one cover has been expertized, the earliest one to Halifax and that one was found to be genuine by the Philatelic Foundation. Several of the other covers should be submitted to the Foundation.

### References

- Jephcott, C. M., Greene, V. G., and Young, John H. M. *The Postal History of Nova Scotia and New Brunswick 1754-1867*. Toronto, 1964.  
 McDonald, Susan M. "Cunard Packet Mail Between Nova Scotia and the United States," *Postal History Journal*, 15 (September 1971), 2-14; 16 (January 1972), 27-40.  
 United States Post Office Department. "Report of the Postmaster General," *Senate Executive Documents*, 31st Congress, V, 836-41.

### 3c 1851-61: PLATING INFORMATION

The article entitled "The Three Cent Issue of 1851-1861: Condensed Plating Information," which appeared in the February issue of the *Chronicle* (No. 77), has been reprinted by the author at his own expense in pamphlet form. Copies are obtainable at \$1.50 each postpaid from William K. McDaniel, 800 Cannan Drive, Angleton, Texas 77515.

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## THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor  
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### COLOR STUDY OF THE THREE-CENT STAMP OF THE UNITED STATES 1851-57 ISSUE WILBUR F. AMONETTE, M. D., R. A. 221

The study of the various colors of the 1851-57 three-cent imperforate stamp of the United States is one of the most interesting and yet one of the most neglected phases of collecting this stamp. There are few collectors or dealers who have made an effort to learn more than a few of the basic colors and even these are incorrectly identified at times. The present classification of color was established by Dr. Carroll Chase, who arrived at this classification by studying the stamps on cover with known dates of use. He found a rather orderly change of color from year to year so that he was able to classify the colors by the year in which they were used. The last known write-up of colors by Dr. Chase is in the 1942 edition of his book, *The Three-Cent Stamp of the United States 1851-57 Issue, Revised*.

After publication of his book, Dr. Chase expanded his ideas on color and incorporated most of these changes in his master color chart. This color chart consists of 210 stamps identified as to color and it was used by him for coloring stamps until he died. I was fortunate in being able to acquire his master color charts of both the 1851 and 1857 three-cent stamps and also have several hundred color samples that were identified by him. In addition, I had considerable correspondence with Dr. Chase regarding color and I am using all the available information to arrive at a classification. I have made some minor changes and additions to his classification that I think make a simpler and more complete classification.

It is said that people see color differently and, while this may be true to some extent, I think the largest part of seeing color differently is lack of training the eye to distinguish the various colors. This can be improved by study and by having a complete color chart for reference when needed. It is possible to identify many colors without direct comparison to a known color but others require study and direct comparison in the proper light.

It must be understood that there is no fine dividing line between the various colors as they merge gradually with one another with in-between shades that seem to fit in either two or three colors. These should be identified as in-between shades and only typical color samples used to illustrate the various colors. There is also no fine dividing line as to the time the colors were used as there is some overlapping. The colors are identified by the year in which they were most commonly used with some overlapping into the year before and the year after to be expected. One must expect some minor variations from the usual range of shades for each of the colors; however, it would unnecessarily complicate any classification to attempt a separate classification for each minor variation.

There are two methods by which the colors can be classified. One method is strictly by color without any regard to the year used and the second method is by the year used. Each method has its merits, but I have chosen the latter even though a classification by color alone would be a more scientific approach. I think the year of the use method is a more interesting approach and also allows one to use knowledge of the various plates in identification of colors. It is true that the plate from which the stamp was printed should not affect the color, but from a practical standpoint this works out much better. There are some shades of orange brown that are identified only by the plate rather than by color as the wide variation in color presents shades that do not appear orange brown. All stamps from Plates 1 (E), 1 (I), 2 (E), 5 (E), and O were printed

only in what is now considered to be the true orange brown shade, while Plates 1 (L), 2 (L), 3, 4, 5 (L), 6, 7, 8, were printed only in other colors except for the rare orange brown shades of 1852 and 1856 and these would not be considered true orange browns. If these stamps were classified strictly according to color, this would mean that stamps from the present orange brown plates would be mixed with the other plates and would lead to much confusion. A description of the colors for each year follows. This classification would be of more help if an actual color chart were available for study as it is impossible to describe a color so that one can identify it without an actual comparison. However, it is a starting point and gives one some idea as to the scope of such a study.

### **1851 Orange Brown**

The orange brown color was the only color used from the first day of issue on July 1, 1851 until early October 1851 when Plate 1 (L) came into use. The first printings from Plate 1 (E) were pale and yellowish with very clear impressions but they cannot be separated by color alone. The O. B. shades vary from pale to deep and, in addition, there are several distinctive shades. The orange brown color is sometimes confused with the 1855 orange red color; however, the 1851 impressions are generally good while the 1855 impressions are generally poor.

The bright O. B. is a rare shade and the best examples are seen from Plate 1 (E). The paler of these shades is brighter because of more orange color. Dr. Chase identified an intense O. B., but this seems to fit into the deeper shades of bright O. B. so I have eliminated this classification.

The brownish O. B. often has so much brown that it is difficult to identify it as an O. B. The best examples come from Plate O but also are seen from other plates.

The yellowish O. B. is often so yellow that it can be confused with the 1856 yellowish rose reds. The only good examples are from Plate 1 (E), but some of the paler shades from the other plates appear somewhat yellowish. The stamps printed on part India paper are seen only from Plate 1 (E) with some being yellowish in color but others a deeper shade of O. B. The yellowish O. B. is rare.

The reddish O. B. is a medium to deep shade of O. B. with a reddish hue.

The copperish O. B. deserves special mention as it is the most incorrectly identified of all the O. B. shades. The copperish O. B. is seen only from Plate 2 (E). It is not the deep rich color usually called copperish but rather it has a somewhat rusty color and the paper is colored slightly by the ink so is not so white as most paper. It is second in rarity to the yellowish and bright O. B.

### **1851 Experimental Orange Brown**

The experimental orange brown shade appeared in early October 1851 when Plate 1 (L) was put into use with the earliest known date of use being October 4, 1851. This color was used for only a short time for the brownish carmine color appeared at least as early as November 1851. This color varies from pale to deep and is slightly different from the true O. B. shade. Some of the shades are very bright due to more orange color. There is also a dull shade that is rather distinctive and rates a separate classification. There is very little orange in this shade and it is quite rare. Some of the experimental orange brown shades are close to the brownish carmines, however, unless from a cover used in 1851 it is difficult to place a stamp in this classification so it is best to use only typical examples.

### **1852 Brownish Carmine**

The predominant color used during 1852 was brownish carmine, although it was also used in late 1851. All of the 1852 impressions are generally good. These vary from pale to deep with some printings containing more brown or more red color. These have been classified as "brownish carmine with more brown" or "with more red." Some of the shades with more brown have very little carmine or red color, but one must expect extremes of shades when both



brown and red are involved. It is simpler to call them all brownish carmines instead of breaking them down into a separate classification. There is, in addition, a bright 1852 color that approaches the O. B., although not close enough to be called a Plate 2 (L) or 3 O. B. This color does not fit in with any of the other brownish carmine shades so I have classified this as bright brownish carmine.

### **1852 Plate 2 (L) and 3 Orange Brown**

Plates 2 (L) and 3 are found in an O. B. shade that was used early in 1852. I consider these accidental printings rather than a distinctive shade used for any length of time. Some of these colors are almost identical to the true O. B. color while others are closer to the experimental O. B. color from Plate 1 (L). This is a rare color. There is another color that seems to have been used mostly in mid-1852 that is very close to the O. B. color but differs from all the other O. B. shades. I have seen this from Plate 1 (L) and 2 (L), but not from Plate 3. I am including this shade in the Plate 1 (L) and 2 (L) to avoid another classification. It is a very attractive and rare shade of O. B.

### **1852 Clarets**

The 1852 clarets are a source of some confusion as there were two distinct colors used in 1852 that approach the 1857 clarets. There was a color used early in 1852 that is definitely "clarety" but slightly different from the 1857 clarets. It is a deep shade that was used for only a short period of time. Most of these are seen from Plate 1 (L); however, some are also known from Plate 2 (L), and a very few from Plate 3. The infrequent occurrence from Plate 3 is probably due to the fact that Plate 3 did not come into use until March 1852, and most of the printings in this color must have been made in January and February of that year. This color has also been seen on covers used as early as Nov. 24, 1851. I call these the "early 1852 clarets." There is another color that appeared in December 1852 that is also close to the 1857 claret, however, it is not as deep a color as the early 1852 clarets. This is best identified from Plate 1 (L) as this plate was not used in 1857. I have classified this as the "late 1852 claret."

### **1853 Dull Red**

This color first appeared in the fall of 1852 and the earliest I have seen was used in October 1852. The first printings in this color were very clear impressions made in late 1852, however, many of the copies used in early 1853 were not so clear. As early as April 1853 some of the printings contained the rose tint of the rose reds. When the rose red color appeared, the impressions were less clear than the impressions of 1852. During the last six months of 1853 there is much overlapping of the dull red and the dull rose colors. It is often difficult to separate the two colors, and is perhaps the reason that Dr. Chase grouped them together into the "1853 pale dull red and dull rose red." The typical 1853 shade is usually thought of as having a clear impression, however, the dull red printings during the last six months of 1853 were not so clear. The early printings of the dull reds are uncommon and the majority seem to have blue cancellations. The dull red shade was not used to any extent in 1854. There are shades of dull red with much more yellow and these are classified separately. The yellowish dull red is uncommon.

### **1853-1854 Rose Red**

The rose red color first appeared in the spring of 1853 and was used until early 1855. The shades vary from pale to deep and have varying amounts of red color. There is a shade with less red and a different hue that is classified as "bright." Plate 1 (L) began to show wear in 1854 producing an odd color due perhaps to plate wear more than the color. Some of the bright 1854 shades actually have a "clarety" appearance but the poor impressions make them easy to distinguish from the 1852 and 1857 clarets. The impressions in this color are fair to poor.

### **1855 Orange Red**

The orange red color was used during 1855 with probably very little overlapping into 1854 and 1856. The impressions are generally poor due

probably to a poor quality of ink rather than dirty plates, as many of the impressions from Plates 4 and 5 (L) are poor even though these plates first came into use in 1855. The shades vary from pale to deep with some bright shades but the bright shades are not given a separate classification.

### **1856 Yellowish Rose Red**

As early as October 1855 the printings changed color and once again the impressions became clear. The color used from late 1855 and more extensively during the first six months of 1856 presented a wide variation of shades. This makes it difficult to assemble the shades in an orderly manner as is possible with the other years with the shades varying from pale to deep, and it is for this reason that the classification is rather general. They are grouped into "paler and yellower shades" and "medium and deep shades." Some of the paler shades have a lot of yellow color and the medium and deep shades have varying amounts of rose and red. I attempted to divide these into groups with more yellow, rose, or red, but the shades were difficult to separate. Some of the most striking colors come from this group and especially from Plates 5 (L) and 8 that seem to have some shades of yellowish rose red that are not seen from the other plates. It is interesting that this color is not seen from Plates 2 (L) and 3 suggesting that these plates were taken out of use for a period of time, perhaps for cleaning. Some of the more striking of the yellowish rose reds resemble the 1851 orange brown printings at first glance; however, a direct comparison will reveal the difference.

### **1856 Pinkish**

There is a rare pinkish color used in 1856 that is probably a variation of the yellowish rose red color that came out with more pink. This is one of the most difficult colors to find.

### **1856 Brownish Carmine**

About mid-1856 the colors became very similar to the 1852 brownish carmines, so are called the 1856 brownish carmines. Plates 2 (L) and 3 are seen in both the 1852 and 1856 brownish carmine color and at times it is difficult to distinguish them. The 1856 printings usually show a slight degree of plate wear and the impressions are not as clear. These vary from pale to deep with varying amounts of brown and red just as the 1852 color so the classification is the same.

### **1856 Orange Brown**

The 1856 orange brown closely resembles some of the 1851 O. B. printings, but I have never seen a true O. B. color in an 1856 printing. This is surely an accidental printing rather than a color used for any length of time. Good examples of this color are quite rare.

### **1857 Claret**

The clarets were the predominant color used in 1857 and first appeared in the fall of 1856. There is no difference in the 1856 and 1857 clarets. There is a wide variation of shades in the clarets, but they fall into a rather orderly classification in spite of the wide variation in shades. The plain clarets vary from pale to deep with other shades containing more gray, brown, or purple so they are put in a separate classification of grayish, brownish, or purplish claret. I do not use the term "rose claret" as this refers to the pale and medium shades of the plain clarets and does not require a separate classification. There is a wide range of shades of the brownish clarets so they vary from pale to deep. The grayish and purplish clarets are mostly deep shades without much range of intensity of color.

### **1857 Rose Brown, Yellow Brown**

The 1857 browns are rarely identified as such by those studying color. They are distinctive colors that were used mostly in 1857, although also seen in 1856. The yellow brown is much rarer than the rose brown. Some of the deeper shades of yellow brown and brownish claret are hard to distinguish and there are quite a few in-between shades found between these colors and the 1856 brownish carmines.

## 1857 Plum

This is the rarest of the 1857 shades and I do not recall seeing over 20-25 very fine copies. It is rarely identified properly and almost every "plum" described at auction is a deep claret. The name is a misnomer as the real fruit plum color is closer to the deep clarets or purplish claret. The plum color differs from the deep clarets in that it has more brown. There is very little variation in the intensity of the plum color as it is a deep shade.

This color classification (Table 1) also has a rarity number as a guide to relative rarity. There is a price estimate for each rarity number that is my own idea as to the value of a very fine stamp in this color. I have not made an effort to differentiate rarity on the basis of the different plates, but in general stamps from Plates 5 (L), 6, 7, and 8 sell for fifty cents to one dollar more than common plates.

One must realize that a collector will not pay a premium price for a certain color unless he is buying a color sample rather than a single stamp for his collection. The prices will surely seem high to some and this cannot be appreciated unless one is familiar with the rarity of the color. For example one would hesitate to pay \$25.00 for a VF plum shade but this is a much rarer stamp than a U. S. 1847 five-cent or ten-cent stamp that sells for several times this value, but of course there is less demand. The prices quoted are for typical examples of color lightly cancelled and VF margins. Extremely fine or average copies bring more and less respectively.

There are collectors and dealers who either intentionally or by ignorance identify a common shade as a rare shade. The commonest error is to identify a common shade as an orange brown. Other common errors are to mistake a Plate 1 (L) experimental orange brown as a true orange brown because it is on a dated 1851 cover. In an auction sale it seems that every striking looking O. B. is described as a "copperish O. B." but very rarely is the description correct. If the stamp isn't from Plate 2 (E) it isn't a copperish O. B.

There is so much difference of opinion regarding color that one has to depend on his own knowledge to be certain. Since Dr. Chase did far more work with colors than anyone has ever done, I have kept his basic ideas intact and think that all who study color should use his ideas as a guide. This is not meant to discourage original thinking concerning colors but if everybody interested in color were to set up his own color classification there would be complete confusion and there would be no standard guide.

There are a few suggestions that will help in a study of color. The light is most important. Do not use a regular light bulb for studying color. Northern daylight is the best but since most color work is done by necessity at night a high intensity light is fairly good if one uses it all the time. There are some newer lights available that are supposed to approach daylight but I have not used these.

Choose only stamps with black cancels as colored cancellations distort the color of the stamp. Use stamps with good impressions as over or under inked impressions change the color.

It is of help to mount all similar colors on the same page for easy comparison.

Learn to distinguish the different plates as this restricts the period of use and helps to restrict the possibilities as to color.

Choose the following colors from the listed plates as far as possible. Other plates may do as well but it will eliminate a few controversial colors:

1851 yellowish and bright O. B.	Plate 1 (E)
1851 copperish O. B.	Plate 2 (E) only
1852 brownish carmines	Plate 1 (L)*
1852 clarets	Plate 1 (L)
1853 dull red	Plate 1 (L), 2 (L) and 3
1854 rose red	Plates 1 (L), 2 (L), and 3
1855 orange red	Plates 2 (L), 3, 4, 5 (L)
1856 yellowish rose red	Plates 4, 5 (L), 6, 7, 8

1856 brownish carmine

Plates 4, 5 (L), 6, 7, 8\*

1857 all shades

Plates 2 (L) 3, 4, 5 (L), 6, 7, 8

\*Plates 2 (L) and 3 are not included for the brown carmine shades as the two printings are difficult to distinguish by color alone. Generally, the 1852 impressions are sharp and clear, while the 1856 printings are less clear and the plates show some wear, particularly in the lines on the bust, which are less distinct than in earlier printings.

**TABLE I**  
**Color Classification**  
**1851-57 Three-Cent Imperforate Issue**  
**of the United States**

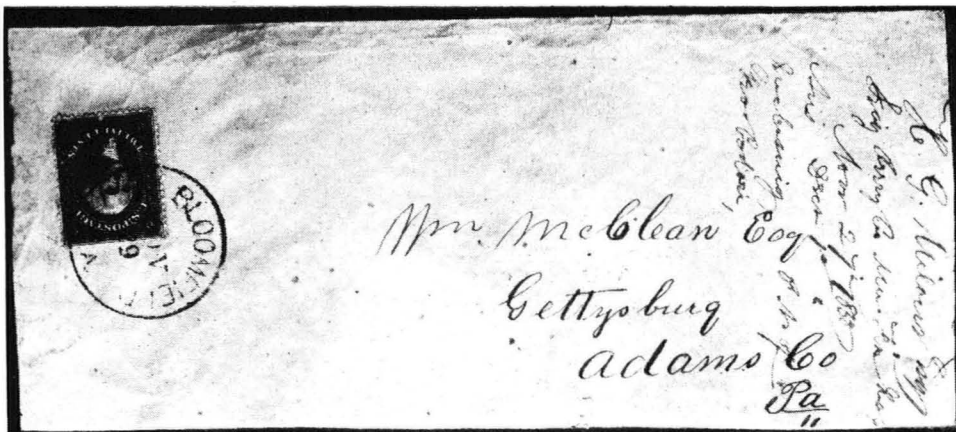
<b>YEAR</b>	<b>COLOR</b>	<b>RARITY</b>
1851	I. Orange Brown	
	a. pale to deep	5
	b. bright (1)	8
	c. brownish	5
	d. yellowish (1)	8
	e. reddish	6
	f. copperish (2)	7
	II. Experimental Orange Brown from Plate 1 (L)	
	a. pale to deep	5
	b. dull	6
1852	I. Plate 2 (L) and 3 Orange Brown	7
	II. Brownish Carmine	
	a. pale to deep	1
	b. with more brown	2
	c. with more red	2
	d. bright	4
	III. 1852 Claret	
	a. early 1852 claret	2
b. late 1852 claret	5	
1853	I. Dull Red	
	a. pale to deep	2
	b. yellowish	3
1853-54	II. Rose Red	
	a. pale to deep	1
	b. bright	1
1855	I. Orange Red	
	a. pale to deep	1
1856	I. Yellowish Rose Red	
	a. pale and yellowish shades	3
	b. medium and deep shades	2
	II. Pinkish	8
	III. Brownish Carmine	
	a. pale to deep	1
	b. with more brown	2
	c. with more red	3
	IV. 1856 Orange Brown	8
	1857	I. Rose Brown
a. pale to deep		3
II. Yellow Brown		
a. pale to deep		4
III. Claret		
a. pale to deep		2
b. grayish		4
c. brownish		2
d. purplish		4
IV. Plum		8

- (1) This rarity premium applies only to the best examples from Plate 1 (E).  
Examples from other plates command less premium.
- (2) Occurs Plate 2 (E) only.
- (3) Rarity schedule
 

1. \$2.00 - 3.00	5. \$10.00 - 15.00
2. 3.00 - 4.00	6. 15.00 - 20.00
3. 4.00 - 5.00	7. 20.00 - 25.00
4. 5.00 - 10.00	8. 25.00 - 30.00

**THE SINGLE 12c STAMP OF THE 1851-61 ISSUE ON COVER**

Mr. P. E. Baker submits the cover shown here bearing a single perforated 12c to pay the quadruple rate. He asks if this single usage on cover is as scarce as has been indicated in the past in the philatelic press. It is Ye Ed's impression that it is quite scarce. But as Elliott Perry was fond of saying, "Facts are stubborn," and the only way to confirm this theory is to attempt a census of such covers in philatelic hands. If you have one or more single 12c on cover (perforated or imperforate), kindly send a Xerox of the face of the cover to the Section Editor, and as soon as sufficient data has been compiled to make a report, it will appear in the *Chronicle*.



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## NEWLY REPORTED MARKINGS ASSOCIATED WITH U. S. MAILS

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

Illustration No.	USPM Schedule	Description (Dimensions in millimeters)	Used With	Reported By
1	A-1	<i>Indiana</i> CHURUBUSCO IND JUNE 6 (Day in ms.) Handstamp 50x3.	Nesbitt	H. M. Spelman III
2	A-1	<i>State Unknown</i> DESOTO/POST-OFFICE 26½x4; 27x4. (On piece only).	S5	D. T. Beals III
3	A-2	<i>Kentucky</i> NEW PORT/D/Ky K7-28dc	S5	A. T. Atkins
4	A-2	<i>Ohio</i> STRONGSVILLE/msD/O K1-28	S2	D. T. Beals III
5	A-8 (b)	SHAKER VILLAGE/msDay/Mo./Paid/3/NH c-35. Non-stock style.	S2	D. T. Beals III
6	A-15	DROP/1. Bowling Green, Ky. c-20½	Nesbitt	A. T. Atkins

1. CHURUBUSCO IND JUNE 6

2. DESOTO  
POST-OFFICE

3. NEW PORT  
D/KY  
JUL 5



### THE U.S. ONE CENT STAMP OF 1851 TO 1861:

Bottom Marginal Cracks on  
Plates 2 and 3

RYOHEI ISHIKAWA, R. A. 1294

On p. 191 of *The United States 1c Stamp of 1851 to 1861* by Mortimer L. Neinken, Neinken quotes from p. 209, Volume I, of *The United States 1c Stamp of 1851 to 1857* by Mr. Stanley B. Ashbrook:

Fig. 13R is an enlarged illustration of positions 92R2 to 96R2 in the Newbury block. This block shows the finest collection of small surface cracks I have ever seen on any of the Toppan, Carpenter plates. The largest group seems to have existed on the plate under 92R2, and several of these run into this stamp, but not for any great distance. Fortunately the sheet margin under 91R2 is still attached to the block, and shows that several cracks existed below this position on the edge of the plate. This block also shows the bottom edge of the steel plate and the sheet of paper on which these stamps were printed extended beyond the edge of the plate. . . .

Evidently these groups of cracks were very shallow and soon disappeared as the plate wore down, because I have never seen a *strip*, *pair*, or *single* from the bottom row of the plate even with rather wide sheet margins, that showed any trace of those fine surface cracks. The full pane, (Fig 13T)\* shows these margin cracks to

some extent but not so pronounced as those on the Newbury block. Another bit of evidence that indicates the Newbury block is in all probability, an early printing, is the fact that 100R2 does not show a break in the bottom line, hence a Type II stamp.

Mr. Newbury also owned a magnificent block of 70 from the right pane of Plate 2, which includes the first seven vertical rows of the plate, positions 1R2 to 7R2 and 91R2 to 97R2, inclusive. This large block has a wide sheet margin at top, left and bottom, with the surface cracks in the bottom margin being less pronounced than on his other block.

\*Refers to the unique full right pane of 100 stamps.



Figure 1. 92R2



Figure 3. 98L3



Figure 2. 97, 98, 99L3

Therefore, it is quite obvious that additional copies from any of the positions noted above, which show these marginal surface cracks, must be very rare and undoubtedly very few have been discovered by any of the specialists. Recently this author discovered a copy of 92R2 (Figure 1), undoubtedly a very early impression. This stamp has four full margins and the marginal surface cracks are almost visible with the naked eye. These lines have been strengthened on Figure 1 to indicate the extent of these cracks. It is also important to note that on this early impression, at least one of these cracks extended into the upper left margin of 92R2 into 82R2 and into the vertical space between 81 and 82R2. (See Neinken book Fig. 13A19, p. 215.)

A study of these marginal surface cracks on Plate 3 is also very interesting. The Neinken book on p. 224 quotes from the Ashbrook book as follows:

Fig 14-I illustrates an exceptionally rare strip from the bottom row of the plate—this strip had a very wide bottom sheet margin and although the impression fails to show the cracks extending to the extreme edge of the plate, there is little question but what they did. These bottom margin cracks are very similar to those found in the bottom margin of the right pane of Plate 2, as so wonderfully shown on the famous Newbury block illustrated in the preceding chapter. This Warner Strip, as I always called it, is in the typical and characteristic Plate 3 color. It is a beautiful and extremely rare piece, perhaps the most valuable strip of surface cracks from this plate. The guide line ruled across the bottom of the plate is shown as well as numerous needle like pit holes in the surface of the metal plate.

This strip is illustrated in the Neinken book, p. 224, and was plated by him as 97-98-99L3. It is again illustrated in this article as Figure 2.

Again this author was fortunate to discover a stamp which plates as 98L3. This stamp is illustrated in Figure 3 with the cracks accentuated by ink lines. It is to be noted that the "Y" shaped crack on the shoulder of Franklin which appears on this position in the Warner strip does not occur on Figure 3.

The above raises a very interesting question. We are certain that these shallow marginal cracks on Plate 2 disappeared as the plate wore, in that they appear only on the earliest of impressions. However, this is not the case with these marginal cracks on Plate 3. Apparently they opened wider as the plate was used and they extended vertically upward into the stamps. Note the "Y" shaped crack on position 98L3 on the shoulder of Franklin in Figure 2. This part of the crack does not appear on the stamp in Figure 3. Other positions in other parts of the plate also show extension of cracks as the plate was used and more impressions were taken.

In both the Neinken and Ashbrook books it is stated that the Big Flaw on Plate 2 in positions 2L, 12L, 13L, etc. undoubtedly occurred at the time the transfers were made on the plate. The author has no knowledge of the metallurgical processes involved in hardening steel plates, but it is his impression that the bottom marginal cracks on Plates 2 and 3 and the other cracks which appear throughout Plate 3 occurred in the hardening process. Is it possible that the cracks on Plate 3 occurred because the plate itself when cast or rolled was defective?

This author will be very interested in comments by knowledgeable students on the above.

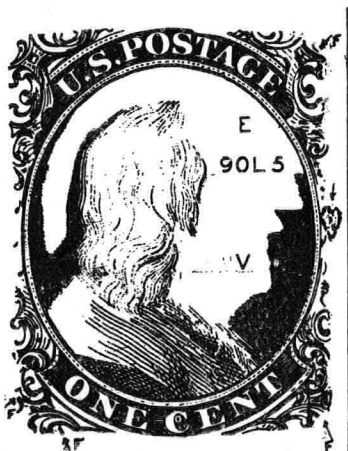
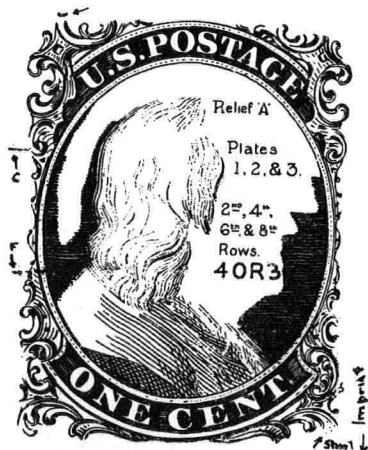
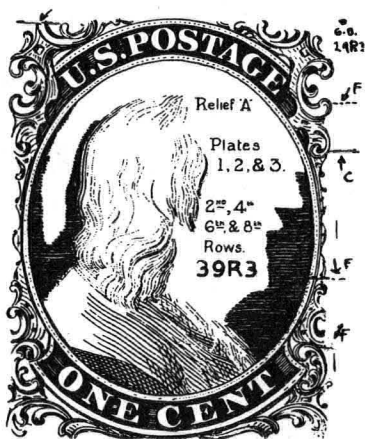
#### ERRATA—NEINKEN ONE CENT BOOK

Page 75, footnote: the postmark of the cover illustrated is New Haven, Conn. not New York City.

Page 492, third paragraph, second line: the position referred to should be 74R12, not 72R12.

Five new plating drawings are shown herewith. The new position illustrated in 54L12 was discovered by Jerome Wagshal. A revised drawing of 4L5 to which





an additional plating mark has been added through the assistance of Tom Alexander is also shown. A new plating mark, found with the assistance of Capt. Robert S. Boyd of Fort Huachuca, Arizona, is presented in revised plating drawings of 39R3 and 40R3. The fifth diagram—of 90L5—establishes an identifying plating mark in the right margin. This mark had been obscured by a cancellation in the one copy available when the original drawing was made.

# AUTHORITATIVE PHILATELIC LITERATURE

## UNITED STATES

### Locals

- Byways of Philately, compiled by Elliott Perry, mostly on Hussey's Post  
271 pages, cloth, 1966, out of print ..... \$12.50
- Private Local Posts of the United States, Vol 1, New York State, by Donald Patton  
350 pages, cloth, 1967 ..... \$22.50

### Postal History

- Chicago Postal History, edited by Harvey M. Karlen  
191 pages, cloth, 1971 ..... regular edition \$17.50  
..... de luxe edition \$22.50
- Colorado Postal History: the Post Offices, by Bauer, Ozment & Willard  
248 pages, cloth, 1971 ..... \$15.00
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52 pages, paper, 1967 ..... \$4.50
- Postal History of Mississippi, Stampless Period, 1799-1860, by Bruce Oakley Jr.  
290 pages, cloth 1969, edition of 300 copies ..... \$25.00
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225 pages, cloth, 1971 ..... \$10.00

### Transport

- Railroad Postmarks of the United States, 1861 to 1886, by Towle and Meyer  
379 pages, cloth, 1968 ..... \$12.50
- Merchant Steam Vessels of the United States, 1807-1868, by William M. Lytle  
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273 pages, ring binder, 1968 plus 1971 supplement ..... \$12.50  
1971 supplement only ..... \$3.50
- Franks of the Western Express by Mel Nathan,  
publication scheduled for March, 1973 ..... regular edition \$17.50  
..... de luxe edition \$22.50

## CANADA

### Postal History

- Canada Post Offices, 1755-1895, by Frank W. Campbell  
191 pages, cloth, 1972 ..... \$15.00

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- Handbook and Catalogue of Canadian Transportation Postmarks by Shaw  
197 pages, cloth, 1963 ..... \$5.00  
16 page supplement, paper, 1970 ..... \$1.50
- History of Canadian R.P.O.'s by L. R. Gillam  
196 pages, cloth, 1967, edition of 500, out of print ..... \$25.00

## INTERNATIONAL

- Prefilatelia Espanola, by Jorgen Guinevert and Manuel Tizon  
Two volumes, 989 pages, four colors, cloth ..... \$35.00
- Forwarding Agents, by Kenneth Rowe  
165 pages, cloth, 1966 ..... \$6.50

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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### SHIP ISLAND, MISSISSIPPI, 1861-62

RICHARD B. GRAHAM

In the *28th American Philatelic Congress Book*, which appeared in 1962, the writer had a twenty page article entitled "Postal History of Ship Island, Mississippi." This was not the first attempt to write up Ship Island Federal Civil War covers; the late Walter Fishel had published articles on the subject in the *American Philatelist* in the issues of February 1946 and July 1948. Earl Antrim had written up two Ship Island covers, including one of the Prisoner of War covers from the Island, in *Weekly Philatelic Gossip's* issue of Sept. 18, 1954. Other articles concerning specific covers from Ship Island have appeared in various publications over the years.

There is ample reason for this interest, mostly in the form of covers which combine unusual usages with unusual markings. Plate I, accompanying this article, shows the more important markings associated with Ship Island covers. Probably the Ship Island straight line, Item (e) of Plate I, has aroused more interest than the others, although both the Ship Island balloon and the hand-stamped "E. F. Jones Colonel Mass 26th" are of considerable interest. Also, there are a few covers bearing the Ship Island prisoner mail "examined" marking, Item (n) of Plate I, which appeared in 1864-5 when the Island was used by the Federals as a prisoner compound for Confederates.

The purpose of these notes is two-fold. The long *Congress Book* article, which was an in-depth study, contained a few errors and also postulated an idea of use for the Ship Island balloon marking that was rather far afield from accepted post office practice. This was the belief that this marking was used for most of its rather short life at the New Orleans post office, rather than at the office designated by its wording—Ship Island, Miss. In 1962, we had only just formed this theory; the few items of evidence were far from being proof, considering that the suggested practice was quite abnormal if not illegal. The ten years since the article appeared have, however, produced enough evidence to satisfy us that our wild idea was correct, and this accumulated information should be reviewed.

The other purpose of these notes is simply to present in reasonably compact form, as a part of our continuing series on Federal occupation covers, the Ship Island story. It has been over ten years since the previous article was published, although we believe copies of the 1962 *Congress Book* are still available.

Three kinds of Ship Island postal markings exist: a straight line, a balloon, and various manuscript markings. In addition, there are other handstamps and manuscript markings associated with the Island's postal activities from December 1861 until midsummer of 1862.

Ship Island's geographic location, in the Gulf of Mexico off Biloxi, Mississippi, made it of great strategic importance to the Federals in the early part of the Civil War, since it was large enough to serve as a relatively safe base for troops intended to attack Confederate ports. The sketch map, Figure 1, shows this relationship. At the beginning of the war, Confederate forces occupied the brick fort on the Island, later known as Fort Massachusetts, which had been under construction for some years. Ironically, its construction had been pushed, as a pork barrel project, by a Mississippi senator who later became Secretary of War, one Jefferson Davis. Confederate occupation came about in the normal course of events, as, when the state of Mississippi seceded, its troops promptly seized all such Federal facilities as state property. The same was true elsewhere. Other former Federal forts, such as Forts St. Philip and Jackson, controlling the Mississippi River between New Orleans and the Gulf, Forts Pike, Woods, and McComb, defending the "back door" approach to New

PLATE I

(a) *Ship Island Miss*  
*March 22*

(d) **Due 3**



(b) *Ship Island*  
*Miss May 5*

(h)

**PAID**  
**3** (k)

(c) *Ship Island Miss*  
*May 5*

**SHIP ISLAND** (e)

(g) *May 17* **MISS. APR 25** (f)

**3** (m)

(r) *B. J. Jones*

*Colonel Mass 26<sup>th</sup>*



(n)

(Found in red)

(s) **SOLDIER'S LETTER.**

*B. B. Satta* Chaplain

13th Reg't Conn. Vol., Col. Birge.



(p)

(q) JUL 8 1862

NOTE - "1863" LOOKS LIKE 1862 ...

Orleans via Lakes Pontchartrain and Borgne, and Mississippi Sound, and Fort Livingston at the old pirate lair of Barataria Bay got the same treatment. They had all been part of the Federal coast defense scheme to defend New Orleans, and all were promptly seized, if not occupied, by Louisiana troops, when that state seceded. As the war increased in intensity, these posts were garrisoned and equipped, to form what seemed to be a tough defense shell around New Orleans. Their respective fates well reflect the effectiveness of sea power in the Civil War, when it was rapidly proven that heavy guns aboard ships could effectively contend with strong brick constructed forts.

During the summer and fall of 1861 the Federal blockade in the Gulf grew in effectiveness as the number of ships on station was increased, which was as rapidly as the Federal navy could buy steamers, equip them, and send

them to sea. Among these purchased blockaders was a new iron steamer of some 50 tons which had been built in 1860 for the Boston and Southern Steamship Company for coastwise service, but was bought by the Navy on May 24, 1861 and named *U. S. S. Massachusetts*. (This ship is not to be confused with the earlier wooden pioneer transatlantic steamer of the same name. That ship, with engines removed, also belonged to the Navy in 1861, being on the west coast. When the new *Massachusetts* was bought, the name of the older wooden ship was changed to *U. S. S. Fallarones*.) The new *U. S. S. Massachusetts*'s activities in the Gulf during the summer and fall of 1861 made supplying their forces on Ship Island very difficult for the Confederates, and those forces were withdrawn to the mainland in mid September 1861. A landing party from the *Massachusetts* took possession of the Island a few days later, and promptly named the unfinished fort "Fort Massachusetts," which name it still retains. Figure 2 shows a cover containing a letter headed "Ship Island," written on Sept. 27 from aboard *Massachusetts*, and which discusses the affairs in the Gulf.



Figure 1. Map showing location of Ship Island and other points noted.

When the news of the capture of Ship Island arrived north, it found plans being made for an attack on New Orleans. Federal authorities promptly

assigned two new regiments, just mustered for three years' service, to occupy the Island under the command of Brig. Gen. John W. Phelps. The two regiments were the 9th Connecticut and the 26th Massachusetts, the latter under the command of Col. Edward F. Jones, previously commanding officer of the 6th Massachusetts which had originally been formed for three months' service and had just been discharged. This latter regiment had been involved in one of the more notable events of the early days of the war, having been fired upon by a mob at Baltimore when passing through en route to Washington. When the 6th Massachusetts' time ran out, Jones had recruited the 26th, and many officers and men from the 6th enlisted in the 26th. Among these was Chaplain Charles Babbidge, whose name, along with Jones' and also that of Chaplain D. Mullen(?) of the 9th Connecticut, exists on certified soldiers' letters and thus forms a ready means of identifying such mail sent north from these two first regiments at Ship Island. The two regiments embarked from Boston aboard the new Pacific Mail steamer *Constitution* in late November of 1861, reaching Ship Island on December 3. In the meantime, Major General Benjamin F. Butler had been assigned to command the army part of the expedition to capture New Orleans, and a healthy squadron of warships, commanded by (then) Flag Officer David G. Farragut, was assigned the seagoing part of the venture. While all this was going on, Brig. Gen. Phelps and his troops were enjoying the Gulf sunshine on the white sands of Ship Island, although Phelps indulged in plaintive letters to Butler complaining that he was receiving no orders or news, and, in fact, was completely cut off from the north. Butler was getting more troops together for the venture and chartering ships to transport them, in the meantime, but it was early February of 1862 before the next contingent arrived at the Island. Table I shows the units sent to Ship Island, the details of their trip there and also when they left the Island and for what points.



Figure 2. From aboard the "U. S. S. Mass. (Massachusetts)," Enclosed letter is headed "Ship Island, Sept. 27, 1861."

During the period between the arrival of the first two regiments and mid-February, about the only traffic between Ship Island and the north was the Navy supply steamers (*U. S. S. Rhode Island* and *U. S. S. Connecticut*) which attempted a monthly schedule between the blockaders all along the Confederate coast from Norfolk to the Rio Grande, and the north. During this time, there was no post office or postal facility at Ship Island, although there were route agents aboard the Navy despatch steamers. A good many letters went north by these despatch vessels; if unpaid, they usually bear either a "Ship 3"

rate or a "U. S. Ship" marking. If prepaid, they are usually identifiable only by contents, and will bear New York, Boston, Baltimore, Old Point Comfort, or Philadelphia markings.

The unpaid letters also show one other good method of identification in many cases. This is the use of the soldiers' letter certification, which permitted postage to be collected at destination at normal domestic rates. This class of mail required the designation of the military unit to be endorsed on the cover front, with the words "soldier's letter," and also the signature of an officer of the unit certifying its nature. Apparently Col. Jones of the 26th Massachusetts had foreseen this possibility, as he brought along a handstamp replica of his signature with appropriate wording. This is shown, as previously noted, as Item (r) of Plate I, and it has been seen applied to a good many of the letters which went north from the Massachusetts 26th in the winter of 1861-2.<sup>1</sup> Oddly, only a comparatively few covers from the other regiment on the Island, the 9th Connecticut, have been seen.

General Ben Butler arrived at Ship Island on the evening of March 20, 1862. Most of his troops had preceded him in reaching the Island, and many covers from the Island had gone northward, marked as previously described, aboard the troop transports on their return voyages. There was no postoffice at Ship Island until Butler arrived, for he brought with him a duly appointed postmaster, one John M. G. Parker, former naval officer and also former postal clerk at Dracut, Mass. By one of those interesting coincidences which so frequently accompanied Butler's actions, Parker was also Butler's brother-in-law. According to the Archives' records, Parker was named to be postmaster of Ship Island, Mississippi on Feb. 7, 1862. When he arrived at Ship Island, Parker went to work immediately; in fact, judging by the cover illustrated in Figure 3, he may have started marking accumulated mail before he even left the vessel on which he arrived.

As demonstrated in Table I, on April 14 and 15, 1862, about 60% of the troops on the Island were loaded aboard transports for the assault on New Orleans. The plan was for the troops to land back of the two forts guarding the Mississippi—St. Philip and Jackson—while the naval force bombarded the Confederates from mortar schooners, and the big navy ships passed them. The land assault portion of the plan was found to be made impossible by the swamps, but the ships passed the forts on the night of April 24th. Cut off from New Orleans, and under heavy bombardment by Commander (later Admiral) David Dixon Porter's mortars, the forts surrendered on the 28th. In the meantime the eight regiments aboard transports simply waited for something to happen, and a great many letters exist from this interlude.

Meanwhile, Farragut's ships went up to New Orleans with very little opposition, after passing the forts and badly defeating a much lighter Confederate fleet. A company of marines was sent ashore to hoist a U. S. flag over the custom house, which also housed the post office. Lacking support, the marines soon retired aboard the ships, and a mob broke into the custom house, rifling the accumulated (Confederate) mail and carrying off or destroying the equipment in the post office, apparently even including the marking instruments such as the town datestamps.

After the forts fell, Butler ordered the Ship Island postmaster to New Orleans, and Parker apparently landed with or right after the troops went ashore on May 1, 1862. Most of these troops had been aboard transports for over two consecutive weeks, except for the 30th Massachusetts. They had been placed ashore at the captured forts on April 28th, but, the next day, had been replaced by the 26th Massachusetts.

Eight regiments, and most of the artillery landed at New Orleans on May 1 and 2, 1862. On the 8th, two more regiments landed, and by the end of May, only the 13th Maine (and, possibly, part of the 8th New Hampshire) remained on Ship Island. Not all the regiments went to New Orleans; some were sent to points such as Forts Wood and Pike, the two river forts, and other locations

<sup>1</sup> Also see cover shown on page 79 of *Chronicle* No. 74.

**TABLE I**  
**Troops at Ship Island; arrivals and departures, 1861-1862**

<i>Regiment or unit</i>	<i>Date left North</i>	<i>From (port)</i>	<i>Aboard (ship)</i>	<i>Date arrived Ship I.</i>	<i>Date left Ship Is.</i>	<i>For (Destina- ation)</i>	<i>Date arrived Dest'n</i>	<i>Notes</i>
9th Conn. Vol. Inf.	11/21 (?) 1861	Boston	<i>Constitution</i> (P M S S Co.)	12/3/61	4/15/62	New Orleans	5/1/62	
12th Conn. Vol. Inf.	2/24/62	New York	<i>Fulton</i>	3/9/62	4/15/62	New Orleans	5/1/62	
13th Conn. Vol. Inf.	3/17/62	??	<i>Great Republic</i>	4/13/62	4/15/62	New Orleans	5/1/62	At Camp Parapet and Carollton.
21st Indiana Vol. Inf.	3/5/62	Fort Monroe	<i>Constitution</i>	3/13/62	4/14/62	New Orleans	5/1/62	Designation changed to 1st Ind. Hvy Artillery, 1863.
12th Maine Vol. Inf.	1/12/62	Boston	<i>Constitution</i>	2/12/62	5/4/62	New Orleans	5/8/62	At New Orleans until Oct., 1862.
13th Maine Vol. Inf. (4 companies)	2/20/62	Boston	<i>Mississippi</i>	3/20/62	see note a.			
13th Maine (remainder)	2/27/62	New York	<i>Fulton</i>	3/8/62	see note a.			
14th Maine Vol. Inf.	2/6/62	Boston	<i>Idaho &amp; North American</i>	3/8/62	5/19/62	New Orleans	5/26/62	
15th Maine Vol. Inf.	3/6/62	Portland	<i>Wallace</i>	4/6 (?) /62	5/2/62	Camp Parapet	5/19/62	To Pensacola, Sept. 8, 1862.
26th Mass. Vol. Inf.	11/21/61	Boston	<i>Constitution</i>	12/3/61	4/15/62	Forts St. P. & Jackson b	4/29/62	
30th Mass. Vol. Inf.	1/13/62	Boston	<i>Constitution</i>	2/12/62	4/15/62	New Orleans	5/1/62	Originally called Eastern Bay State Reg't (E. B. S.).
31st Mass. Vol. Inf.	2/19/62	Boston	<i>Mississippi</i>	3/20/62	4/18/62	New Orleans	5/1/62	Originally Western Bay State Reg't (W. B. S.).
6th Michigan Vol. Inf.	3/5/62	Fort Monroe	<i>Constitution</i>	3/13/62	4/14/62	New Orleans	5/2/62	

a. The 13th Maine was distributed as follows, in July, 1862, et seq.—Co. A: at Quarantine Station, 7/8/62-8/7/62; at Fort St. Philip until Aug. 1863. Cos. B and E.: to New Orleans, 7/11/62; to Ft. St. Philip, 7/15/62; to New Orleans, Aug. 1863. Co. C. to Fort Pike, July 5, 1862; to Ft. McComb (date unknown); to New Orleans, Aug. 1863. Cos. D. and F.: at Ship Island until 1/23/63; at Fts. St. Philip and Jackson to Aug. 1863; then to New Orleans. Cos. G., H., and I.: to Ft. Jackson, 7/8/62; to Ft. St. Philip, 8/24/62; to New Orleans, Aug. 1863. Co. K.: to Ft. McComb, 7/5/62, until Aug. 1863; then to New Orleans.

b. The 26th Mass. occupied the forts below New Orleans, St. Philip and Jackson, the Quarantine Station, and the pilot station at Head of Passes, etc. all on the Mississippi below New Orleans, until July 1862; they were then moved to New Orleans.



<i>Regiment or unit</i>	<i>Date left North</i>	<i>From (port)</i>	<i>Aboard (ship)</i>	<i>Date arrived Ship I.</i>	<i>Date left Ship Is.</i>	<i>For (Destina- ation)</i>	<i>Date arrived Dest'n</i>	<i>Notes</i>
8th New Hamp. Vol. Inf.	2/15/62	Boston	<i>Lewis</i> (?)	3/15/62	5/?/62 (part?)	Fts. Wood & Pike.	5/5/62 (part?)	At New Orleans, July or Aug. 1862.
7th Vermont Vol. Inf.	3/10/62	New York	<i>Premier &amp; Tamerlane</i>	4/7/62 4/10/62	5/5/62 5/13/62	Ft. Pike New Orleans	5/5/62 5/13/62	Ft. Pike detachment to New Orleans, 6/13/62
8th Vermont Vol. Inf.	3/19/62	New York	<i>Wallace</i> (?)	4/5/62	5/7/62	New Orleans	5/8/62	
4th Wisconsin Vol. Inf.	3/5/62	Fort Monroe	<i>Constitution</i>	3/13/62	4/16/62	New Orleans	5/2/62	
2nd Mass. Btry, (Nim's Artillery)	4/19/62	Old Point Comfort	???	Direct to New Orleans.			5/11/62	
4th Mass. Btry, (Manning's)	11/21/61	Boston	<i>Constitution</i>	12/3/61	4/15/62	Fts. St. P. & Jackson	4/28/62	At New Orleans, 5/2/62
6th Mass. Btry (Everett's)	2/8/62	Boston	<i>Idaho</i>	3/8/62	4/15/62	New Orleans	5/2/62	
1st Vermont Battery	3/10/62	New York	<i>Wallace</i>	4/5/62	5/16/62	Camp Para- pet	5/16/62	Part at Ft. Pike, 5/6-6/4/62.
2nd Vermont Btry (Holcomb)	2/8/62	Boston	<i>Idaho</i>	3/8/62	4/15/62	New Orleans	5/2/62	At New Orleans until 5/31/62.
1st Maine Btry	2/8/62	Boston	<i>Idaho</i>	3/8/62	5/8/62	New Orleans	5/8/62	
2nd Mass. Cav. Battalion c	1/13/62	Boston	<i>Constitution</i>	2/12/62	4/?/62	New Orleans	5/?/62	See note c.
General H. Q. (General Benj. Butler)	2/25/62	Hampton Roads	<i>Mississippi</i>	3/20/62	4/15/62	New Orleans	5/1/62	The <i>Mississippi</i> broke down, and put into Port Royal, S. C. en route, for repairs.
1st Brigade H. Q. (Gen. Phelps)	11/27/61	Fort Monroe	<i>Constitution</i>	12/3/61	4/15/62	Forts below N.O.	4/29/62	
2nd Brigade H. Q. (Gen. Williams)	after 2/25/62	Hatteras Inlet, N.C.	???	After 3/20/62	4/15/62	New Orleans	5/1/62	
3rd Brigade H. Q. (Gen. Shepley)	Shepley appointed after ar- rival; was then Col. of 12th Maine.				5/3/62	New Orleans	5/3/62	

c. Reade's 2nd Massachusetts Cavalry Battalion consisted of three companies (squadrons?). One company was assigned to each brigade headquarters, and movements, although uncertain, probably followed the various brigade headquarters (see above).

outside the city considered defense points or valuable enough to occupy. The detail of these movements is shown in Table I, and with it, origin of most mail bearing Ship Island postmarks or other markings and which came from the troops of the New Orleans expedition in 1861-2, may be determined. While it is necessary to identify the military unit to be certain, the state to which a cover is addressed is often indicative.

As shown, a knowledge of units involved and their locations can convert some seemingly mundane covers into items of extreme interest. The postal history of these covers is quite complex, and an understanding of the troop (and ship) movements is necessary to work out the postal history details.

This author has divided the postal history story of Ship Island and its troops, and their postal markings into several segments, to some degree based upon the markings used by and movements of the Ship Island postmaster, John M. G. Parker, and his clerks and successor. While there are gray areas and overlapage, such an arbitrary arrangement makes the story clearer and more easily told.

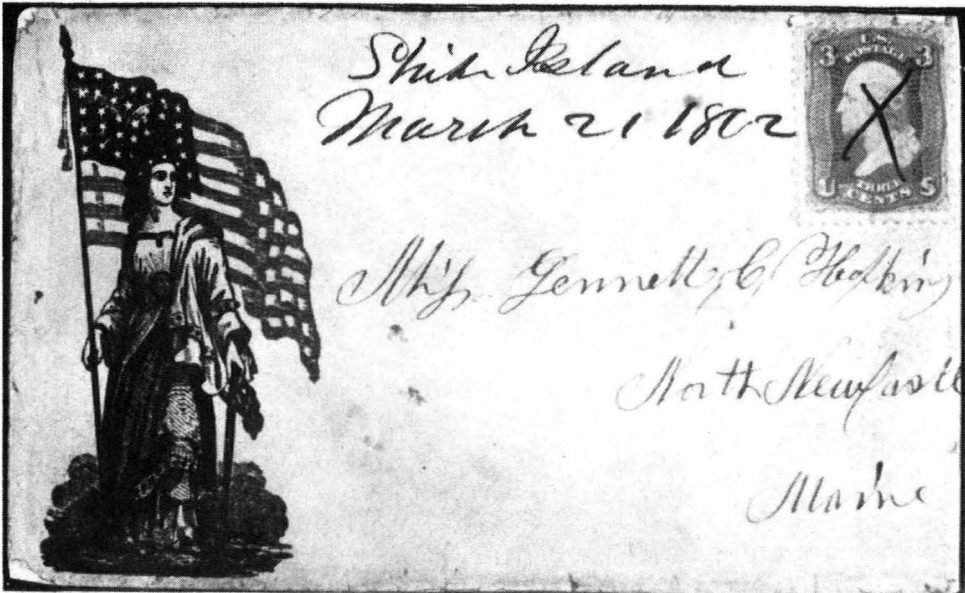


Figure 3. Earliest reported use of the manuscript Ship Island marking, March 21, 1862.

The first of the periods is actually before the Island was permanently occupied, being confined to mail from abroad the *U. S. S. Massachusetts* or the members of her crew assigned to the fort on the Island. The next period has also been touched upon; this is the period from Dec. 3, 1861, when the first two regiments arrived at Ship Island, until Parker landed and commenced applying Ship Island postmarks. This latter action commences our third period, and Figure 3 illustrates what may be the earliest known use of a Ship Island marking. Most of the early manuscript markings are in the same holograph, but a few are not, and it is very logical that a postmaster serving a community of over 15,000 men would have clerical help. It is also logical that such clerical help would be drawn from the military. It is of interest to note that Butler, in preparing his staff, attempted to have Parker appointed to be a Quartermaster officer.

(To be concluded)

#### EDITORIAL

As usual, there have been a good many letters with contributions and comments. We are still getting remarks pertaining to the two or three prize auction lot descriptions which have been discussed in these pages. Tom Alexander, our esteemed cohort who edits the 1851-60 section has come up with this issue's prize, which was reported by Cliff Friend also. It reads:

Lot 117 (cover symbol) 3c rose (65), Fine, tied to "First Day Cover", Chatham 4 Corners N. Y., March 25, (1861) with letter of same date enclosed. Earliest known use was listed Aug. 19, 1861, a rare, attractive V. F. cover, Est. Net \$1,000.00.

While the Period Editor doubts that anyone reading these pages would be taken in by this description, perhaps we should state that the earliest uses of the 1861 issue have been well documented, so that no use could possibly be earlier than August 16, 1861, when the very first stamps of this issue were delivered to the Stamp Agent at New York, by the National Banknote Company. Even though a cover contains a letter with a clearly written manuscript dateline of March 1861, there has to be a mistake, intentional or otherwise. In justice to the particular auction house, we should say that we believe that this cover was from a correspondence in which the letters became mixed. For those who still have lingering doubts about the early dates of the 1861 issue, it should be sufficient to note that the purported "first day" claimed here, March 25, 1861, was just two days before the Post Office Department placed the first advertisements for the new stamp contract, which ultimately materialized into the 1861 issue. For further data, see the article of Rev. W. Brewster Willcox, particularly the table on page 26 of *Chronicle* No. 65.

One other complaint concerning poor describing was submitted by telephone. This concerns a lot listed as follows:

Lot 23. (Cover symbol) 1850, *The Grove* Ills, P. M. Free, all manuscript, to Phila., only known copy, f - vf PHOTO ECV G

Our friend's comment concerned the "only known copy" portion of the description. He noted, incidently, that this particular town, *The Groves*, is now Northbrook, Ill. But the point he makes is well taken; just how does the describer know this is the "only known copy"—and perhaps we should ask, "known to whom?"

The Period Editor should make clear that the purpose of running such auction descriptions is not to criticize describers but to induce our readers to recognize such printed garbage for what it is when it appears. It must be recognized that auction descriptions must be terse, and we doubt that it is good economics in spending much time researching low value lots. In a sale involving several hundred lots, there are going to be mistakes. Let them be honest mistakes, rather than an attempt to mislead or inflate value on an otherwise mundane cover. In any case, the Period Editor has no illusion that his words will be much regarded by auction describers. The good ones don't need it and the poor ones won't read criticism, anyhow.

#### REVIEW: "SHANGHAI POSTAL AGENCY"

Koffsky, Peter L., *The Consul General's Shanghai Postal Agency, 1867-1907*. 46 pages, illustrated, with card covers. The Smithsonian Press, Washington, 1972. Available from the Supt. of Documents, U. S. Government Printing Office, Washington, D. C., 20402. Price, 60 cents.

This is No. 13 in the Smithsonian's series of studies in History and Technology. The front cover has an illustration of the U. S. Consulate General in Shanghai in 1880. Chapter titles are "American Postal Service in China, 1867-1896," with sub headings, "The Development of Routes," and "Administrative Difficulties," and (2), "The Chinese Imperial Post Office, 1896-1907." Sub-headings of this latter chapter are "The Adjustment of Routes," and "Proliferation of Disputes." With a short introduction, these two chapters make up 27 pages, and are the body of text of the book.

The work is done in the usual Smithsonian style: with a full complement of notes (161 in 24 pages), and references. There are also three appendices, with titles of "Development of the Postal Services at Shanghai" (3 pages, 20 notes), "Facilities and Equipment Available to the Postal Agency" (6 pages, 3 illustrations, 16 notes), and "Chinese Currency and Accounting" (2 pages, 11 notes). The text includes one map, and two illustrations.

The story is really that of the development of mail services in China, as applicable to the foreign settlements. The information given is a compilation of the available data in the archives. The pamphlet is well written, although

it is written as history and not in expectation of use by postal historians who wish to research covers. There are no illustrations or references to covers and the only postal marking illustrated in the book is included on a picture of a money order document, and is not mentioned in either the text or the caption, because, being a marking of the Imperial Japanese Post Office in Shanghai, it is not pertinent to the subject.

In short, the pamphlet includes a great deal of information, and is well put together. It is not intended for those who wish to use it as a quick reference to look up a point concerning a cover. The information wanted may be there, but the reader will have to spend some time finding it and putting it together.

R. B. Graham

**THE SAN FRANCISCO PURSER MARKING**  
**CHARLES J. STARNES**



An interesting origin marking of the San Francisco office is shown on the cover illustrated. Reference to dated covers and to the cancel study of Cliff Friend<sup>1</sup> gives a year date of 1866. At this time, the total rate of postage charged can only be the "blanket rate," an uniform 10c per single rate, without regard to distance, charged on letters sent to or received from foreign countries having no postal treaties or arrangements with the United States.<sup>2</sup> It is highly probable that this cover (with 3c stamp affixed) was carried by a steamer on the Pacific coastal route from central American ports to San Francisco. There it was turned over to the post office, partial payment recognized, and the origin PURSER, the DUE 7, and the c.d.s. handstamped.

W. Scott Pollard, in an interesting article on the San Francisco Cog Cancellation<sup>3</sup> illustrates a stampless 1866 cover with the PURSER marking, and a 3c embossed envelope with DUE 7 and oval STEAM ACAPULCO used in the same year. A cover similar to the latter was sold recently at auction.<sup>4</sup>

<sup>1</sup> The c.d.s. appears to be his type M-3, used 27 Nov. 1865-13 Aug. 1866.

<sup>2</sup> 13 Stat. 337, Sec. 8, effective 1 July 1864.

<sup>3</sup> *Western Express*, April 1966, p. 11.

<sup>4</sup> Lot 441, H. R. Harmer sale, 9 April 1969.

**REVIEW: ARTICLE ON WEILL BROTHERS**

Snell, David, "The Weills deal in the world's rarest of stamps," article in January 1973 issue of *Smithsonian*, monthly magazine of Smithsonian Associates, 900 Jefferson Drive, Washington, D. C. 20560. Single copy price, \$1.00; subscription \$10.00 per year in U. S. and possessions.

The name "Weill" (pronounced "Weel") is as familiar to most collectors of classic U. S., as the front and back of the *Chronicle*—where their ad usually appears. They are known as buyers (and, presumably, sellers) of rarities of the world.

Their support of specialized societies like the Classics Society, in the form of full page advertisements and donations of trophies, such as the Chase, Ashbrook, and Perry cups of the Classics Society, has always been strong and yet discreet. Therefore it is most gratifying to see Roger and Raymond Weill the subjects of a pleasant and sympathetic article in such a magazine as the *Smithsonian*. The article is accompanied by some fine color illustrations of many of the rarities they have handled. All the illustrations are of U. S. items, except for a 2c Hawaiian missionary, a block of Canadian seaway inverts, and the well known Mauritius "Post Office" cover, with the two 1d stamps affixed. Included in the U. S. items are a page of pony express covers, including a "garter" cover, an unused block of six 10c 1847 stamps, the block of used 24c 1869 inverts, and a 30c U. S. 1867 grilled all over. Photography and color work are excellent, including photos of the brothers and their shop in New Orleans "Antique Row." The writer does not know whether or not the author, David Snell, is interested in stamps and covers, but the article is quite accurate in comparison with most such "lay" articles. The only errors noted were in the captions, where the comment is made that a 12c stamp of the 1850's was bisected because of a "shortage of six-cent stamps" and also the implication is made that grilled stamps were printed on paper previously grilled—which this writer, at least, does not believe.

These are minor flaws in an article that is generally very well done. It performs a real benefit to the general public who read the *Smithsonian* and to the very large majority of stamp collectors who seldom see, and do not own such fine philatelic properties as are handled by the Weill brothers. The article gives the stamp collecting trade's professional image a real boost—and there are times when this writer feels this is needed. Better yet, it gives us all a chance to know the Weill brothers a little better, since, being busy and also not being involved with auctions or other types of stamp dealing where they would meet large numbers of collectors, they are known to most collectors only as names. We are very glad they consented to make this appearance before an audience of *Smithsonian* readers.

R. B. Graham

### PLATE No.—3

Item No.	Description	Used with Scott No.
37	JEFFERSON CITY/MO. C-32. Five covers recorded, four being Union patriotics. Addressed to Illinois, Michigan, St. Louis, and two to Ohio.	63, 65
38	JEFFERSON CITY/MO. C-24. Addressed to Pennsylvania.	65
39	KANSAS/MO. C-33. Two covers recorded, one a Union patriotic. Addressed to Ohio and Iowa.	64; 64b
40	KANSAS CITY/MO. C-25. Addressed to New York.	64, 73
41	KANSAS CITY/MO. C-26. Cover with business corner card, addressed to Kansas.	Nesbitt
42	KIDDER MO/June 27/62. MS. On Union patriotic cover, with MS "P. O. B., FREE," addressed to "A. W. Zevely, Esq., 3rd Ass't P. M. General, Washington, D. C."	—
43	KIRKVILLE MO. C-27. On Union patriotic to Ohio.	64 (3)
44	LEBANON MO/Feb. 9/62. MS. On Union patriotic to Pennsylvania.	65
45	LEXINGTON/MO. C-26½. On Union patriotic to Roanoke, Mo.	65
46	LIBERTY/MO. C-24. On cover to Massachusetts.	65
47	MACON CITY/MO. C-26. On cover to Tennessee.	65 (2)
48	MARTHASVILLE/MO 20th/Decbr/61. MS. On cover to St. Louis.	65
49	MEXICO/MO. C-25½. Three covers recorded, two being Union patriotics. Addressed to Ohio, Iowa, and Illinois.	65
50	MIDDLE BROOK/MO. C-24. "PAID 3" in MS. On cover to Pennsylvania.	—
51	MISSOURI CITY/MO. C-34. On cover to Franklin, Mo.	65
51A	MOUNT VERNON/MO.	
52	NEW FLORENCE MO/March 3/62. MS. On Union patriotic to Ohio.	65

PLATE MO-3



37.



38.



39.



40.



41.



43.



*Lebanon Mo*  
*Feb 9/69* [44]

*Widdowson Mo*  
*June 27/62* [42]



45.



45A.

*Marthasville*  
*Mo. 20th*  
[48] *Dubu*  
*61*



46.



47



49.



50.



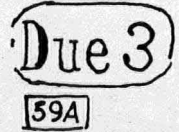
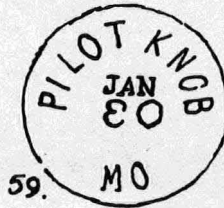
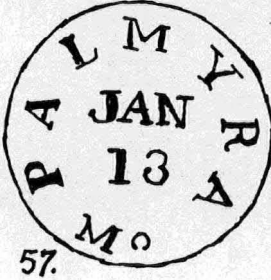
51.



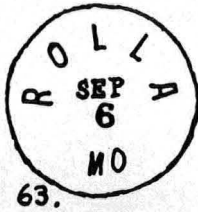
51A

*! Paid 3*  
[50A] *New Florence Mo*  
[52] *March 3/62*

PLATE MO-4

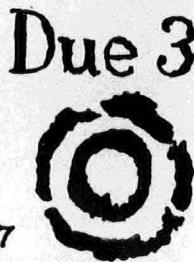
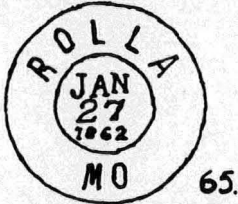


*Robe Stulle mo  
may 15*  
61



Due 3  
63A.

PAID  
30  
64



ADVERTISED  
66A.



## PLATE Mo.—4

<i>Item No.</i>	<i>Description</i>	<i>Used with Scott No.</i>
53	OREGON/Mo. C-32½. On cover addressed to Kansas.	3c Star Die
54	OREGON/MO. C-27. On cover addressed to Irish Grove, Missouri.	65
55	OTTERVILLE/MO. C-26. Two covers recorded, both Union patriotics, one addressed to Illinois and one to New York.	65
56	PACIFIC/MO. C-25. Four covers recorded, all Union patriotics. Addressed to Pennsylvania, New York and Iowa (2).	65
57	PALMYRA/Mo. C-34½. Five covers recorded, all Union patriotics. Addressed to Ohio (2), California, Wisconsin and Illinois.	64, 65
58	PILOT KNOB/MO. C-33. Four covers recorded, all Union patriotics. Addressed to Indiana, Wisconsin, Illinois and Indiana.	65
59	PILOT KNOB/MO. C-27. Three covers recorded, addressed to New Jersey, St. Louis and Wisconsin. One legal size imprinted "Official Business, U. S. A. Med. Dept.", with 30c stamp, No. 71. One cover from 1st Wisconsin Cavalry.	65, 71
60	PLATTE CITY/MO. C-26½. Two covers recorded, as follows: a) 3c star die, with MS "Old stamps, Due 3." Addr. to Weston, Mo. b) Cover with MS "Due 3" addressed to Atchison, Kans.	Star die & stmples due.
61	ROBERTSVILLE MO/May 15. MS. On Union patriotic to Industry, Mo.	65
62	ROCHEPORT/MO. C-32. Cover addressed to Fayette, Mo.	65
63	ROLLA/MO. C-25½. Fourteen covers recorded, of which 13 are Union patriotics. Addressed to Ohio, Illinois (10), New Jersey.	26, 65
64	PAID 3. Found on cover in association with Rolla marking, above.	—
65	ROLLA/MO. DC - 26-12½. With year date. Six covers recorded, five being Union patriotics. Addressed (2 each) to Mass., Ill, Iowa.	65
65B	ST. CATHERINE/MO.	
66	SAINTE CHARLES/MO. DC 26-? Union patriotic to Jefferson City, Mo.	26
67	St. GENEVIEVE/Mo. (Partial) C-31. Two covers recorded, as follows: a) Cover addressed to Iowa. b) On Union patriotic; transatlantic mail per British packet to Dornstadt, Germany.	65 —
68	SAINT JAMES/MO. C-31. On cover addressed to Wisconsin.	65

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## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

### NEW YORK FOREIGN MAIL CANCELLATIONS

More than 100 types of fancy killers comprise the group of New York Foreign Mail Cancellations (NYFM) used in the period 1870-1876 on mail originating in New York City destined for foreign countries, other than Canada. These cancellations are found principally on the 1870-1871 National and the 1873-1875 Continental Bank Note Issues on hard paper. A French philatelist said of them "As stamp obliterations, they are the perfection of form." NYFM cancels constitute not only one of the last but also perhaps the greatest series of fancy cancellations on United States stamps, not only in size and variety but also in artistic design and beauty. After the organization of the Universal Postal Union, effective July 1, 1875, standard cancelling devices gradually replaced the fancy cancellations. In fact, subsequent Postal Regulations prescribed the type of cancelling devices to be used.

NYFM cancels are found only in black, red, magenta and brown. A showing of Bank Note stamps with fine strikes of these interesting cancellations can add greatly to the beauty of any Bank Note collection. The search for the many elusive and rare types and for unreported types can be a rewarding and engrossing activity for a philatelist for many years.

A few NYFM cancellations used in the 1870-1875 period are found on stamps of earlier issues, chiefly the 1869 pictorials. Even a 5c 1847 has been found with a NYFM cancel. A very few NYFM cancellations are found on soft paper American Bank Note stamps of the 1879-1883 period. Their use is harder to explain; presumably some of the cancelling devices survived beyond 1876 and were very occasionally used by accident, by intention or even for philatelic favors. A few NYFM cancellations are found on the hard paper U. S. Department stamps of 1873 but such uses are rare, probably because Department stamps were seldom used from New York City to destinations abroad. What few are known are usually on Treasury Department stamps, though a \$2 State Department stamp with a red NYFM cancellation has been reported, a real rarity.

J. Murray Bartels, a well-known stamp dealer, made the original discovery of NYFM in the early 1920's and did the first research work and published his findings on these cancellations. Subsequently, Edwin Milliken carried on these studies, publishing his findings and the discovery of additional types in various stamp magazines culminating in a comprehensive handbook in 1942.

In 1968 your editor collaborated with Arthur Van Vliissingen in writing a book on NYFM cancellations which, among other features, pictured and described 14 types of NYFM cancellations discovered since 1942 and developed an improved, flexible system of alpha-numeric numbering. In that book, published by the Collectors Club of Chicago, the authors promised to publicize any further new types that came to their attention. A number of hitherto unrecorded types have been discovered by your editor since 1968; these are described and pictured below, with numbers appropriate to the designs. It is hoped that readers of this article will call further discoveries to your editor's attention for future publication. As of now there are already 126 recorded types of proven NYFM cancellations (not including the 3 new ones reported in this article), plus variations or families of several of the types. Also there are 9 types that appear to be NYFM cancellations but have not been proven by use on a NYFM cover.

The first new type is a solid heart (19mm in width and 20mm in height), here pictured on cover as Figure 1 and close-up as Figure 2. It has been assigned NYFM number C13 as a new Conventional Design. The letter was mailed in New York City on July 24, 1873 and sailed the same day on the Steamer *Frisia*



Figure 1  
A New NYFM Type-C13



Figure 2  
Close-up of C13  
Cancellation

of the Hamburg-American Line. It arrived in London on August 4th and thence to Calais the same day. It reached its destination, Aniane, France, on August 5th. Professor George Hargest has very kindly reviewed the cover and states that all of the markings are correct. He pointed out that due to a mistake in the U. S. Exchange Office the letter instead of going directly to Cherbourg, France, was presumably put by mistake in the English bag so that it traveled instead via London and Calais. The cover bears 16c in stamps, the correct direct prepaid rate to France which was apparently accepted even though it did not go directly via Cherbourg. The "PD" marking signifies the letter was prepaid to final destination. The 6c stamp is of the Continental Bank Note Issue of 1873 with secret mark. The stamp was first issued in July, 1873, the month the letter was mailed. The 10c is of the National Bank Note Issue of 1870-1871. The 10c has, in addition to the heart cancel, two light horizontal pen marks. These, of course, could be explained in any number of ways but their presence raised some questions. A thorough examination of the stamps and cover, including under a dark light, revealed no other evidence of pen marks. The heart cancellations are well-tied and appear genuine. Since the

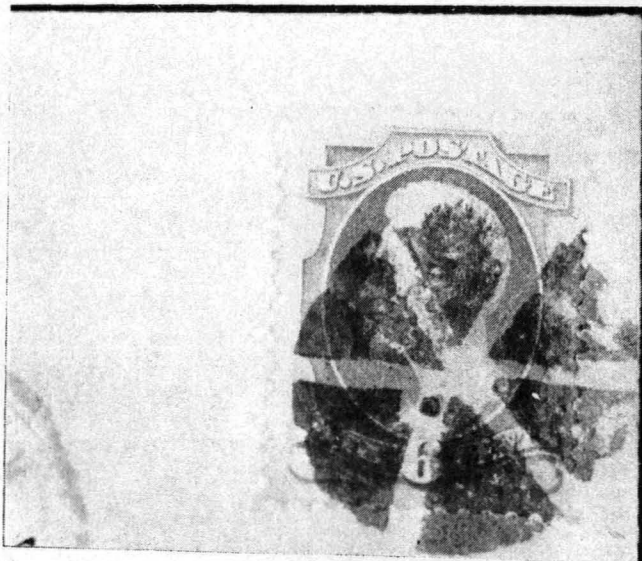
cover is certainly a NYFM cover, bears the correct rate and no evidence of any other NYFM cancel, the odds would seem greatly in favor of the cancels' being a NYFM type. After careful consideration it was decided to list as a new type. However, information as to any other example, on or off cover, would be much appreciated as further proof. Too bad it wasn't used on February 14th for a Valentine.



Figure 3  
Another New NYFM Type—F24

The second new type is a six-segmented circle (25mm in diameter), pictured on cover as Figure 3 and in close-up as Figure 4. It was sent from New York on May 14, 1870 directly to Dublin, Ireland, where it was back-stamped May 25, 1870. The 6c rate was the correct single letter rate to Great Britain and Ireland. It has been assigned NYFM number F24. A second cover with the six-segmented circle used from New York to Paris and dated June 25, 1870, has been reported.

Figure 4  
Close-up of F24  
Cancellation



The third new type is a wheel (28mm in diameter) with twelve spokes, pictured on cover as Figure 5 and in close-up as Figure 6. It was sent from New York on August 3, 1875 to Vera Cruz, Mexico, by the Steamer *City of*



Figure 5  
A Third New NYFM Type—W12

Merida. It has been assigned NYFM number W12. The New York postmark is in black as was customary on mail to Mexico, Central and South America, apparently to distinguish it from mail to other countries for which the New York postmark was almost without exception in red.

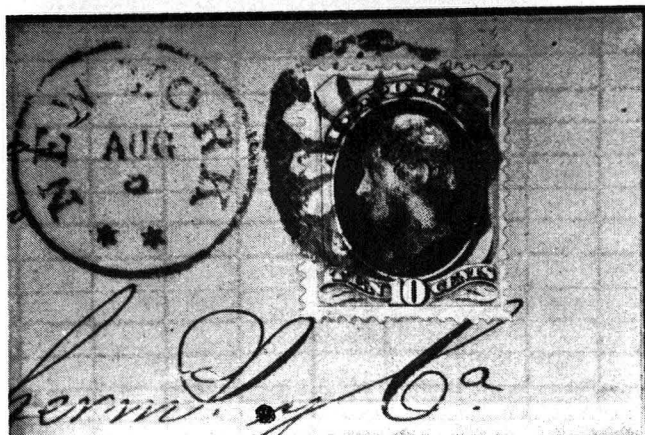


Figure 6  
Close-up of W12  
Cancellation

An interesting cover from New York to Iviza, Spain, is pictured as Figure 7. The first NYFM find comprising many different NYFM cancellations on mail to Wallis & Cia. at Iviza was made by Bartels in 1923 on a successful mail bid sent to a Spanish auction. The letter itself went from New York on November 11, 1875 to Iviza, Spain, apparently via France although the back-stamp is not clear. The correct single rate to Spain was 12c until July 1, 1875, then it dropped to 5c because Spain was a member country of the U. P. U. But France did not join the U. P. U. until January 1, 1876, which doubtless accounts for use of the 12c rate. The cover is apparently from Bartels' original find and was sold by him at auction in 1927. It proves to be NYFM type F7b when overlaid with a tracing of that cancellation. This is a late use of any member of the F7 family as the latest recorded use is November 30, 1875.

Figure 8 illustrates a letter from W. R. Brown, an old time Nassau Street stamp dealer, to Mons. Phillippe de Ferrari, who assembled the greatest collection of stamps ever known. Ferrari was born in 1848 and is said to have started collecting stamps in 1865. He was only 24 years old in 1872, but he already had earned high standing in philatelic circles. The letter was mailed

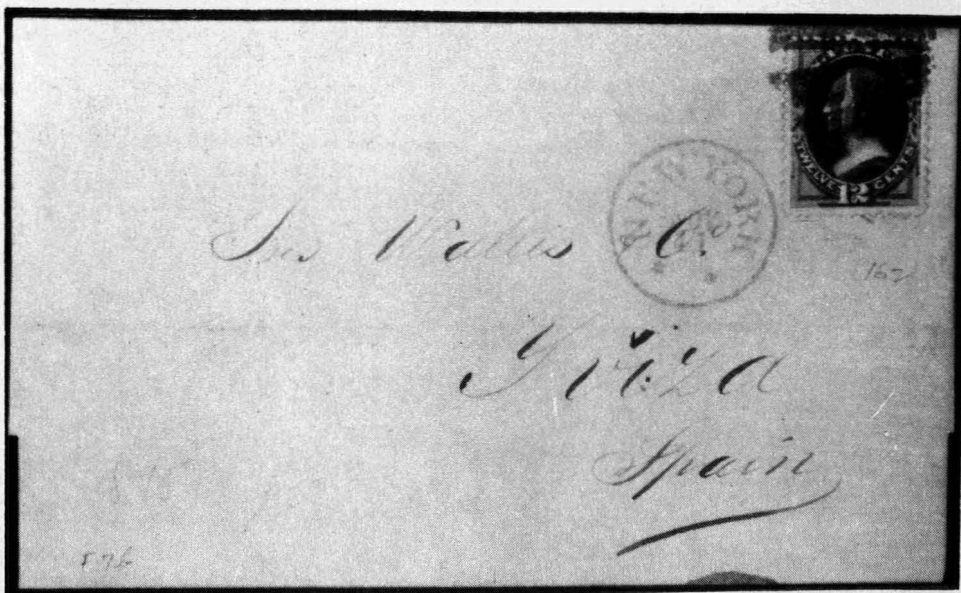


Figure 7  
A Bartels Cover from Original Find to Wallis & Cia, Iviza, Spain

January 8, 1872, via Great Britain to Paris with the rare 4c rate paying postage only to the United Kingdom frontier. Use of the 1c National Bank Note stamp and the 3c envelope stamp to make the 4c rate is a rare and interesting combination. The markings show that the British Post Office forwarded the letter to France, where the addressee was charged 10 decimes (1 franc, about 20c) and Great Britain was credited with 40 centimes, about 8c. The NYFM cancel is a fine example of type A28.



Figure 8  
An Interesting Cover to the World's Greatest Philatelist

Last, but not least, is the cover pictured as Figure 9. It is of great historic interest because it is addressed to Henry (Heinrich) Schliemann in care of the U. S. Consul at the Dardanelles in Turkey, and was mailed on April 4, 1872. Schliemann was a world-famous archaeologist, and in 1872 was at work excavating the site of the ancient city of Troy, the central point of Homer's

*Iliad*. Schliemann had determined by brilliant logic that Homer's Troy really had existed and that it was probably at Hissarlik, Turkey. Digging proved this to be the exact location. Schliemann's discoveries moved back provable history of the Ancient Greeks by more than 1,000 years.



Figure 9  
An Interesting Historical Cover to a Great Archaeologist

The stamps paying the 12c single rate on this cover are of the 1870-1871 National Bank Note Issues: the 2c grilled, the 10c ungrilled. The NYFM cancellation is S16, commonly known as the "Flying Clothespin." The cancellation is struck in the very scarce distinct brown color. It went via Hamburg and is backstamped Trieste. One puzzle about this cover is the unusual red printed mark "2WT" (superimposed on "care of") that it bears. However, I have never had an adequate explanation of where the marking was used or what it signifies. If any reader knows these answers he will be doing a great favor by writing me. All in all, a fascinating combination of interesting history and facts.

If there is sufficient interest in NYFM cancellations among the readers of the *Chronicle*, your editor will be glad to include further information in future articles. Also any information on new types, including other examples of reported new types to verify period of use, and interesting covers will be most gratefully received for inclusion in future articles.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

Your Editor will be moving out west about May first and hereafter correspondence should be addressed to him at:

4621 E. Don Jose Drive, Tucson, Arizona 85718

### RAILROAD MARKINGS

#### 1—Remele Catalog

The Remele Catalog of *United States Railroad Postmarks 1873 to 1861* was published in 1958. Since that time many additions and changes have been made which appeared in many issues of the *Chronicle* for nearly fifteen years now. This is most difficult to find and use and in an effort to ease the problem for collectors we will publish an index of all listings subsequent to the catalog in *Chronicle* 79 and possibly 80.

To make this index as complete and useful as possible it is requested that all collectors send in unreported items to the Editor promptly together with any suggestions that you might have for additional information to be listed with the proposed index.

This is a first step towards a retirement project that your Editor has to produce a combined Remele and Towle-Meyer catalog covering the years 1837 to 1893 inclusive and incorporating into the catalog the large amount of additional markings and corrections that have been accumulated. However, this is quite a formidable undertaking and will probably consume two or three years of work. In the meantime please continue your fine efforts to report unlisted items, to submit corrections and suggestions, and to volunteer articles on railway markings and their usage to the end that we may turn out as definitive a catalog as possible.

#### 2—Towle-Meyer Catalog: Addenda

Through the cooperation of Messrs. Fingerhood, Haas, Hood, Jarosak, Kalkhoven, Schoen and Spelman we are able to report the following:

35-J-1: New year date—1878.

37-C-1: With year date 1885.

53-D-1: With year date 1886 and negative E killer—Fig. (a).

80-E-1: With E killer—Fig. (b).

87-C-1: New year date 1878.

106-B-2: With year date 1885.

188-B-1: With year date 1886.

260-A-2: New year date 1875.

274-S-21: With year date 1878.

274-S-28: With year date 1885.

277-F-1: New color—black.

311-J-2: New year date—1875.

321-B-1: With year date 1885 and black E killer—Fig. (c).

560-I-1: New year date—1880, and new color—black.

620-S-3: G. R. & IND. R. R. Co., with year date 1880 in blue.

#### PLATE XXXII

##### Maine

9-J-1: 26 black, 1877. 5. (Portland and Island Pond).

##### Vermont

40-S-4: D. Oval 32-21½ x 23-12½, blue, WYD 1877. Partial. 18. (Central Vermont R. R.)

##### Massachusetts

50-C-2: 26 black, Banknote. 2. (Portland and Boston).

##### New York

101-I-1: 26½ black, 1886. 4. (Complete tracing) (St. Albans and Ogdensburg).

114-M-1: 24 black, Sixties, NDL. 6. (New York via Albany to Buffalo).

133-B-1: 26 black, Banknote. 10. (Canastota and Elmira).

135-C-1: 25 black, 1874. 8. (Ithaca and Athens).

150-B-1: 26½ black, WYD 1883, 1886. 3 (Local Mail Agent).

(Continued on page 128)

PLATE XXXII



9-J-1



40-S-4



50-C-2



101-I-1



114-M-1



133-B-1



135-C-1



150-B-1



335-E-1



350-N-1



359-D-1



360-K-2



561-N-2



567-S-2



753-H-1



869-I-1



761-D-2



761-H-1



Fig. (a)

*W. P. C. R. R. 10/25/73*

985-D-1



Fig. (b)

Fig. (c)



## THE FOREIGN MAILS

### EDITORIAL

During the past decade I have been the editor of the Transatlantic Mails section of the *Chronicle*. For most of that time it has been a pleasure and joy to write for the section. In November 1971, however, I suffered a serious heart attack, and since that time my health has deteriorated. I am now on a strict regime of diet, exercise and rest, and am taking an unbelievable amount of medication for heart and diabetes. Laboratory and medical appointments break up my days. I have been finding it increasingly difficult to write, and as the deadline approaches, I forego my exercise and rest.

After careful consideration of my problems, I have decided to resign as editor of the Transatlantic Mails section. I will still write as I find time and material, but I wish to be relieved of the responsibility for the whole section and the deadline.

There is another difficulty. I cannot possibly answer all the mail I receive from members. Eventually, I will get through it, but please be patient if your letter is not answered for some time. Also, I request that you do not send original covers for examination, unless they are certified or registered and a self-addressed return envelope bearing the proper postage for return in the same manner is enclosed. The mails are not safe, and if your cover should be lost, it would place me in an embarrassing position. It is not that I do not like to receive mail, because I do, but please use Xerox or photographs. And please do not send more than five at a time.

George E. Hargest

### THE BRITISH OPEN MAIL RATE TO SARDINIA, 1852-1857

GEORGE E. HARGEST

There are numerous covers posted in the United States addressed to Sardinia, sent in the British open mail, via France, by British packet. In each case these covers show a due marking for a collection of 17 decimes in Sardinia. With this wealth of material, one would think that the reconstruction and division of this rate would be a simple matter. On the contrary, the rate is elusive and obscure. In this case, it is not because there are no treaty provisions relating to Sardinian mail, but rather, there are too many, and it is difficult to know which applied. A review of these may prove helpful.

The U. S.-British treaty, in its Articles for carrying the treaty into execution of 14 May 1849, gives a British Mail rate which can easily be reconstructed as presented in Table I. This rate was based upon the 8*d.* or 16*c* packet rate of the U. S.-British treaty and the British transit rate to France included in Article XXXIII<sup>1</sup> of the Anglo-French treaty of 1843, both of which were based on the half ounce. The French transit rate to Sardinia was specifically stated in Article XLI:<sup>2</sup>

The British Post Office shall pay to the French Post Office, for transit postage through France of the undermentioned correspondence, originating in the United Kingdom of Great Britain and Ireland, . . . a uniform rate of 2 francs for every 30 grammes, net weight, that is to say:

1. Letters addressed to the Sardinian States and Southern Italy;
2. Letters addressed to Spain and Portugal.

This rate was divided by four to produce a rate of 50 centimes, or 5 decimes per 7½ grams, or ¼ ounce.

Since the British penny was worth 1 French decime, the pence rates of Table I can be translated into rates in French decimes. While this British Mail rate, via France, was the only rate published in tables of postages to foreign countries until 1852, some letters were, nevertheless, sent by British open mail.

By a "Circulaire" issued 23 July 1849,<sup>3</sup> the rate to be collected in France at destination became 15 decimes per 7½ grams on letters from the United

**Table I**

	<i>British packet</i>		<i>American packet</i>	
	To ¼ Ounce	To ½ Ounce	To ¼ Ounce	To ½ Ounce
Packet postage (U. S.-British Treaty)	8d; 16c	8d; 16c		
British transit (Art. XXXIII of Anglo-French 1843 treaty)	5d; 10c	5d; 10c	5d; 10c	5d; 10c
French transit (Art. XLI of Anglo-French 1843 treaty)	5d; 10c	10d; 20c	5d; 10c	10d; 20c
Credit to Great Britain	18d; 36c	23d; 46c	10d; 20c	15d; 30c
U. S. Postage	5c	5c	21c	21c
Compulsory prepayment in U. S.	41c	51c	41c	51c

States. This rate included 5 decimes for French postage<sup>4</sup> and 10 decimes for sea and British transit postage, paid by France to the British. Thus, the French transit rate became 5 decimes on all letters sent under "accounting article 13",<sup>5</sup> and the COLONIES/&c ART. 13 marking was applied by the British offices to these letters. Figure 1 illustrates an open mail cover sent under this arrangement. This is a folded letter headed, "New York 24 May 1850" and endorsed "p Hibernia." It is addressed to Leghorn, Italy. The New York office indicated the prepayment of the British packet rate by marking it "5" in lead pencil. Hibernia sailed from Boston on 29 May and arrived in Liverpool on 11 June 1850. The letter bears an ANGL./CALAIS marking with the date of 12 June 1850, as well as the COLONIES/&c ART. 13 marking. It also bears a double framed "C.S." marking the meaning of which is not known to this editor. France rated it for a collection of 15 decimes. On the reverse is a Livorno marking dated 13 June 1850. The Livorno office crossed out the French "15" and computed the rate at upper right of cover, as follows:

Diritto Sard. . . . . "70)  
 Diritto Estero . . . . . 1.50) 2.20  


---

 2

"Diritto" in Italian means tax, or fee. "Estero" means foreign. The Sardinian tax or postage was 70 centesimi, while the foreign postage was 1 lira, 50 centesimi, for a single rate letter, which totalled 2 lira, 20 centesimi. The foreign postage, however, was double, indicated by the "2" beneath the line, which made the foreign postage 3 lira, and the Sardinian postage 70 centesimi, for a total of 37 decimes. The cover was marked for a collection of 37 decimes. This letter must have weighed 7½ grams or over (¼ ounce), requiring two foreign (French) rates, and Sardinian postage must have been based on 15 grams, or ½ ounce.

Article XLII stated:<sup>6</sup>

The British Post Office shall not be held liable to the French Post Office for the payment of the transit postage of the correspondence described in the preceding article (Article XLI, given above), whenever the Government of the King of Sardinia, and the Government of her Majesty the Queen of Spain, shall have consented to account to France for that postage.

The French Government engages to enter into negotiations for that purpose with the said Governments.

Agreement through these negotiations must have been secured by April 1852. Effective 1 April 1852, additional articles to the Anglo-French treaty of 1843, in an appended table provided the following:<sup>7</sup>

Table showing the rates of postage to be paid by the British Office to the Office of France, for ordinary letters forwarded from the Countries the correspondence of which shall be transmitted through France, destined for the United Kingdom of Great Britain and Ireland and the British Colonies and Possessions, and *vice versa*.

Sardinian States, prepayment optional, to designation, 3 francs, 25 centimes per 30 grammes.

This rate, when divided by four, produces a rate of 8.125 decimes per 7½ grams. It paid to destination in either country, and, therefore, included

British, French and Sardinian postage. The division of the rate between these three countries is not indicated. This rate must have rested upon an arrangement between France and Sardinia. Evidently, the 8d. packet postage included in the U. S.-British treaty was added to the above rate to produce a rate of 16.125 decimes (8.125 + 8). Since this rate was above 16 decimes, France and Sardinia, in their arrangement, evidently decided to charge 17 decimes. This is a suggestion, since all of the facts are not known. This applied to covers by British packet. The rate by American packet is also not known, because the author has never seen one used during this period.



Figure 1  
Posted in New York addressed to Leghorn (Livorno) Italy, this letter was prepaid 5c and sent in the British open mail by R. M. S. "Hibernia." The letter was rated according to "accounting" article 13, and bears the "COLONIES/&c. ART. 13" marking. The rate is spelled out at top right of the letter.

While the method used in arriving at the 17 decimes rate is not known, it is known that some arrangements were not used. The 4 franc rate per 30 grams, or 10 decimes per 7½ grams rate covering sea and British transit postage as expressed in accounting article 13, could not have been used. If it had been used, British transit postage would have been paid twice, and the covers would have borne a COLONIES/&c ART. 13 marking. The provisional agreement, expressed in the French decree of 19 November 1851 did not apply to transit postage through France, except to those parts of the Mediterranean where France maintained Post Offices.<sup>8</sup>

Another bit of strong evidence is the fact that the United States did not introduce in the tables of postage to foreign countries, the British open mail rate until after the above-mentioned additional articles became effective on 1 April 1852, indicating that the rate therein contained was to be used.

Numerous covers posted in the United States addressed to Sardinia, and prepaid 5c for conveyance by British packets in the British open mail exist. Although the open mail rates of 5c by British packet and 21c by American packet were deleted from the published tables of postages to foreign countries after the U. S.-French treaty became effective on 1 April 1857, the use of British open mail persisted. After 1 January 1857, when the Anglo-French treaty of 24 September 1856 became effective, however, the amount collected in Sardinia on mail from the United States became 10 decimes per 7½ grams.

Figure 2 illustrates a cover posted in New York addressed to Genoa (Genoa). Mails were simple in those days. A street address was not necessary, neither was the name of the country. It was sufficient merely to address the letter to a well-known city. The letter is prepaid 5c by stamps of the 1851 issue,

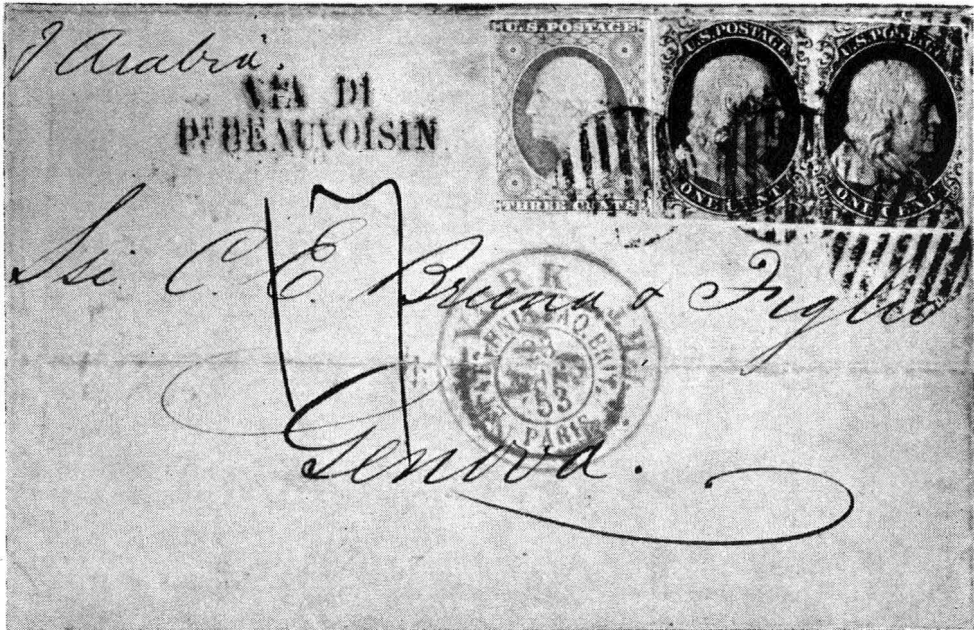


Figure 2  
 Posted in New York addressed to Genoa, this letter passed through the border office of Le Pont de Beauvoisin, overland to Genoa. The collection in Sardinia had become 17 decimes a single rate in Sardinia in 1852. This letter shows this rate used in 1853.

and endorsed "p Arabia." It bears a New York British packet marking dated 9 March (1853), and on the date R. M. S. *Arabia* sailed from New York. On the reverse it bears an orange "BN/22 MR 22/ 1853" marking of the London office. On the face is a double circle ETATS-UNIS PAQ. BRIT./PARIS marking dated 23 March 1853. The Paris office forwarded the letter in closed mail to Genoa. There were two main routes by which the Paris office forwarded mail to Sardinia. One route ran from Paris to Lyon by rail, and thence southeastward to the border office of Le Pont de Beauvoisin, just across the border of Sardinian Savoy in France. Mail from this office was sent across Savoy to Lanslebourg at the foot of the Mt. Cenis pass, and thence over the pass to Susa, whence it was forwarded to various places in Sardinia by rail. The other more frequently used route was from Paris to Marseilles by rail, and thence by Mediterranean packet to ports along the western coast of Italy. This cover was sent by the first route, via Le Pont de Beauvoisin<sup>9</sup> (the bridge of the good neighbor, or neighborhood). It was marked in Italian by Genoa as arriving by that route, "VIA DI/PT. BEAUVOISIN." There is no Genoa marking on the cover, but there is a straight line "26 MAR" applied at Genoa in red ink. The cover is also marked in manuscript for a collection of 17 decimes, the rate being the same by either route.

Figure 3 illustrates a cover posted in Annapolis, Md., addressed to "Surgeon Ninian Pinkney, U. S. N./U. S. Steam Frigate *Susquehanna*/Spezzia/Sardinia/Italy," and endorsed "No. 8/Per Cunard Line." It was the custom of many persons to number their letters, generally by the year, when addressed to the same person. The Germans often did so, and used Roman numerals for the number. The letter was from the mother of Surgeon Pinkney, and speaks of the commencement exercises and the ceremonies connected with the laying of a corner-stone. The cover bears a cds of Annapolis with the date of 10 August (1856). On the reverse is a circular BOSTON/BR. PKT marking in black with the date of 13 August. On 13 August 1856, R. M. S. *Arabia* of the Cunard Line sailed from Boston for Liverpool. On the reverse is a circular marking inscribed "CP/26 AU 26/1856" applied in orange-red by the London office. On the face is a double circle marking in black, ETATS-UNIS PAQ. BRIT./A CALAIS I, of the travelling post office, Calais to Paris, where the mail for Sardinia was



Figure 3

Posted in Annapolis, Md., addressed to Spezzia, Sardinia, this open mail letter was sent in closed mail by the travelling office, Calais to Paris, to Marseilles, and thence by Mediterranean packet to Genoa. The rate by this route was also 17 decimes in 1856.

made up and closed. It was then forwarded to Marseilles by rail, and thence by Mediterranean packet to Genoa. On the reverse are Genoa and Spezia cds markings in black dated, respectively, 29 and 30 August 1856. On the reverse also is a manuscript "I"70" marking in black, indicating the postage due, and on the face is a large "17" expressing the same rate in decimes.

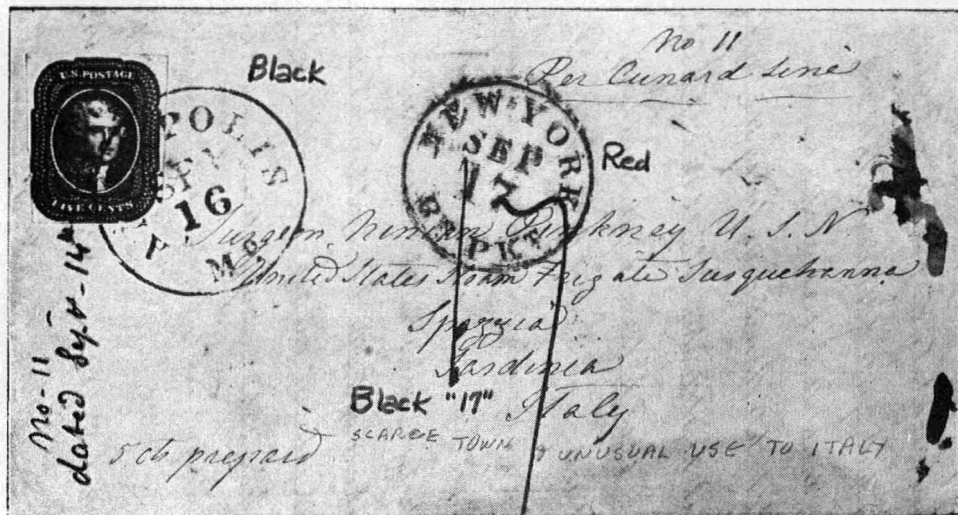


Figure 4

Posted in Annapolis, Md., addressed to Spezzia, this cover was prepaid 5c by a 5c stamp issued in 1856. Sent in the British open mail, this letter was forwarded by France in closed mail from the Paris office by the same route used to send the cover illustrated as Figure 3.

Figure 4 illustrates a cover reported by a collector who wishes to remain anonymous. It is prepaid 5c by a 5c stamp issued in 1856. It was also posted in Annapolis, Md., addressed to Surgeon Pinkney, the same as Figure 3. The date in the Annapolis marking is 16 September (1856), and the endorsement is, "No. 11/Per Cunard line," indicating that letters No. 9 and 10 were sent between 10 August and 16 September 1856. This "Pinkney" correspondence was fairly extensive, and represents our chief source of covers from the United States to Sardinia during this period. The cover bears a NEW-YORK/BR. PKT. marking dated 17 September 1856. On that date R. M. S. *Persia* sailed from New York for Liverpool. On the reverse is a London marking, Y (crown) Z/29 September

29/1856 in Orange, a Paris marking in black, dated 30 September, a Genoa marking dated 1 October, and a Spezia marking dated 3 October 1856. The Paris office made up and closed this mail and sent it by the same route taken by Figure 3. On the reverse of the cover is a manuscript due marking, "1.70," and this rate is expressed in decimes on the face of the cover by a large "17." Of course, the use of a 5c 1856 to Sardinia is scarce, its period of availability being short. This is what the owner evidently intended to indicate by his pencilled notation.

Regardless of how the 17 decimes due in Sardinia was computed, there is ample evidence that the rate was in force from the middle of 1852 to 1 January 1857, and was then reduced to 10 decimes during the three months period to 1 April 1857, when a French mail rate of 21c per ¼ ounce was introduced. Very little mail was sent in British open mail after French mail became effective, and the open mail rates were deleted from the tables of postage to foreign countries.

#### Footnotes

- 1 Hertslet's *Commercial and Slave Trade Treaties*, vol. VI, page 358.
- 2 *Ibid.*, p. 362.
- 3 Salles, Raymond, *La Poste Maritime Française Historique et Catalogue*, vol. IV, p. 280.
- 4 Hargest, George E., *History of Letter Post Communication Between the United States and Europe, 1845-1875*, pp. 41, 43.
- 5 *Ibid.*, p. 41.
- 6 Hertslet, *op. cit.*, p. 362.
- 7 *British and Foreign State Papers*, vol. XLI, p. 19.
- 8 For complete translation of the Decree of 19 November 1851, see *Chronicle*, No. 37, pp. 2-4.
- 9 *Chronicle*, No. 56, p. 122.

### PAID TO THE FRONTIER — BREMEN MAIL CHARLES J. STARNES



Although part payment was specifically prohibited by the terms of the postal convention with Prussia<sup>1</sup>, there are enough covers to show that if the international rate (postage to territories of the German-Austrian Postal Union)<sup>2</sup> was prepaid, letters to bordering countries were conveyed to their respective exchange points as paid mail. So far, covers to Switzerland, Italy,<sup>3</sup> and possibly Russia<sup>4</sup> have been recorded.

Recently the author has obtained a cover which offers evidence that mail carried under the Bremen postal convention was treated (at least occasionally) in the same manner, in contradiction to the following: "And the two post office departments are mutually to furnish each other with lists, stating the foreign countries or places in foreign countries, to which the foreign postage must be absolutely prepaid, or must be left unpaid."<sup>5</sup>

The cover transit was: Elizabeth, Ill., 5 Jul.—New York City, 15 Jul.—Bremen—Frankfurt, 30 Jul.—Basel—Olten—Zürick—Regensberg, Switzerland, 31 Jul. 1865. Although franked with only 15c postage (the rate to countries of the German-Austrian Postal Union), it was treated at New York as paid (red credit N. YORK BREM PKT. 12 PAID) and the usual blue AMERICA UBER BREMEN FRANCO applied at Bremen. In addition, there is a mss. notation in black ink, "frc Schwz Grenz", short for "Franco Schweiz Grenze,"—Paid (to) Switzerland Frontier. Since the rate by Bremen mail to Switzerland was 19c (before Oct. 1860-1 Jan. 1868), partial payment was recognized.

This cover is the only evidence known to the writer (and also G. E. Hargest) of such treatment with Bremen mail. Are these similar covers to Switzerland or other border countries? Are there examples of Hamburg convention mail with partial prepayment recognized?

#### Footnotes

<sup>1</sup> Art. 2, effective Oct. 1852.

<sup>2</sup> *Hamburg*, by Donald Patton, Chap. 4. Robson-Lowe, London, 1963.

<sup>3</sup> G. E. Hargest, *Chronicle* 62, 80-84.

<sup>4</sup> Lot 117, Siegel Sale of 10-13 Mar. 1966.

<sup>5</sup> Additional Articles to the Bremen Postal Convention, Art. 4, effective 15 Aug. 1853.

### ADDENDA AND CORRIGENDA (NO. 76)

For some unexplainable reason Table 1 presented at the bottom of page 221 of *Chronicle* 76 was inaccurately written by the editor. Since its appearance members have sent in new dates, and the Table is now given in corrected form, hopefully, now accurate. This is intended to bring Figure 51, page 89, of Hargest, George E., *The History of Letter Post Communication*, etc. up to date. The corrected table is presented as Table 1.

Table 1

Marking	Earliest	Latest
Large FRANCO (M)	24 Jan. 1853	20 Dec. 1854
Small FRANCO (N)	1 Aug. 1854	22 Aug. 1855
Boxed FRANCO (O)	19 Jan. 1855	(one seen)
Boxed AACHEN/Franco (P)	red	29 Apr. 1854
	magenta	26 Jul. 1864
	black	17 Feb. 1865
	blue	10 Mar. 1865
		10 May 1864
		15 Oct. 1864
		(one seen)
		11 Aug. 1867

Thanks to Mr. Robert H. Schoen for supplying the latest date for marking M. The editor has supplied the latest date for Marking N. Mr. Clifford L. Friend, the latest date for Marking P in red. These dates indicate that the use of some of these markings overlapped, and two were in use at the same time.

#### ERRATA

A serious omission has been discovered in the list of Herout and de Handel sailings on p. 54 of Hargest, *Letter Post Communication*. Midway down the second column the 5th voyage has been entirely omitted and the final line of the 4th voyage is incorrectly given. Please correct the final line of the 4th voyage and add information on the 5th voyage as follows:

Arrived in Cherbourg 3 October 1847

Union, Captain Hebert, 5th voyage:

From France

Sailed from Cherbourg 31 August 1847

Arrived in New York 16 September 1847

Returning

Sailed from New York 30 September 1847

Arrived in Cherbourg 18 October 1847

### ADDENDA AND CORRIGENDA (NO. 77)

The article "Short Paid by British Open Mail" by Walter Hubbard, appearing on pages 49-51 of *Chronicle* 77 demands a small change in the text on page 51. The middle of the seventh line from top should read, "For the first,

(Continued on page 128)

## THE COVER CORNER

SUSAN M. McDONALD, Editor

### EDITORIAL

A few brief comments here substitute for the customary "Editor's Page," which has been crowded out by a surfeit of fine material. Among the many interesting items in this issue is an engrossing history of John Bouton's posts and associated handstamps by Calvet M. Hahn. I hope you enjoy it.

You attention is also called to the change of the "Transatlantic Mails" section to "Foreign Mails," simultaneous with George E. Hargest's resignation as section editor. A broadening of this section to include mails to British North America, Central and South America, the Far East, and other areas is contemplated, with contributing editors assisting for various subdivisions. Until such time as a permanent overall editor or coordinator for Foreign Mails is appointed material for this section may be sent to the editor-in-chief.

Prof. Hargest's resignation has been received with regret tempered by concern for his welfare. Our appreciation for his many contributions to the *Chronicle* as Editor-in-chief and Transatlantic Mails editor during the past decade cannot be adequately expressed. His work in the field of transatlantic mails has brought a new dimension to philatelic scholarship. We look forward to his return to these pages as an author as frequently as his time and health permit.

Please note Prof. Hargest's remarks concerning correspondence and items sent for analysis, and honor his requests in this regard.

### ANSWER TO PROBLEM COVERS IN ISSUE NO. 77

The covers in the February issue involved use of the 3c 1851 stamp on mail addressed to foreign countries. In the case of the first cover (Figure 1), the stamp performed no function and was entirely wasted. By terms of the treaty between the United States and Great Britain a transatlantic rate of 24c or 1/- was agreed on. The whole rate had to be paid and part payments were not recognized, although prepayment was optional.

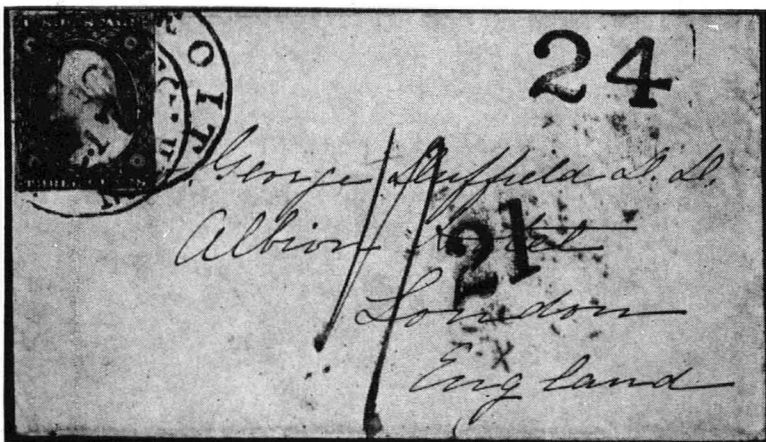


Figure 1

The handstruck "24" indicated the amount to be collected in cents, while the manuscript "1/-" expressed the same in sterling. Since the letter was conveyed by American packet, the U. S. post office share was 21c (5c internal plus 16c sea), hence the debit to England. That the difference between the 24c



total postage and the 3c stamp is also 21c is an irrelevant coincidence that might mislead those who are unfamiliar with foreign rates.

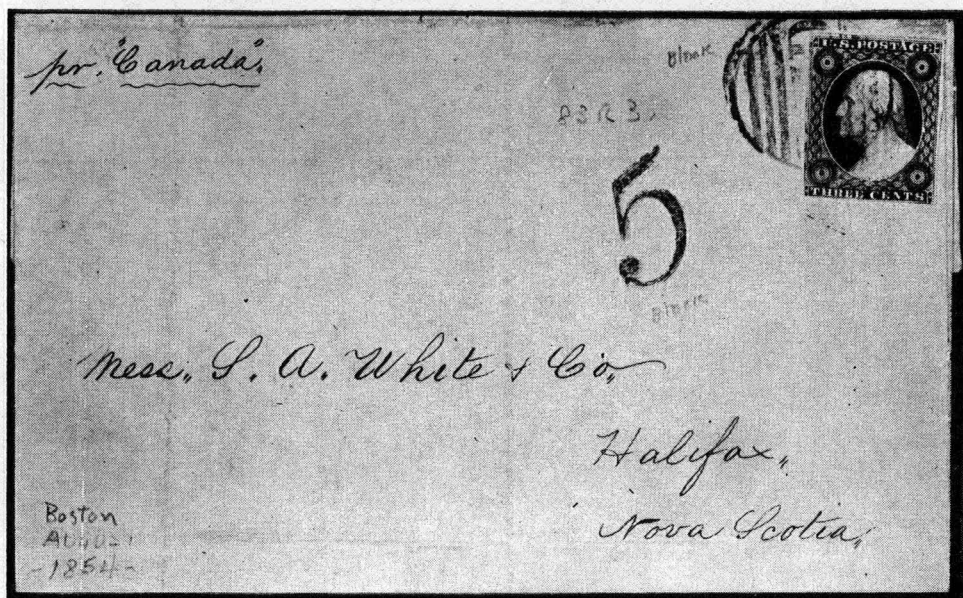


Figure 2

The stamp on the cover in Figure 2, however, did pay domestic postage to the port of departure. This letter, as indicated by the “BOSTON B.<sup>R</sup> PK.<sup>T</sup>” postmark on the reverse, went by Cunard ship *Canada* from Boston to Halifax, where it was rated 5d cy. (4d stg.) due for packet postage between the ports. The “U. S. STATES/HALIFAX” marking on the back corresponds to the type used at Liverpool on incoming transatlantic mail from the United States.

Not mentioned in the previous description is a notation on the reverse: “The sum of 5c should have been paid by the sender—this is an underpay that got by—Stanley B. Ashbrook.” Ashbrook assumed—naturally but incorrectly—that provisions of the U. S.-British treaty (in respect to the 5c U. S. internal rate) applied to mail to Nova Scotia by British packet. Actually this service was not at any time regulated by the treaty or subsequent articles, so that the U. S. postage involved was the domestic rate from the origin to the port only. Later—sometime in the second half of 1854—the U. S. post office arbitrarily raised the internal rate on this class of mail to 5c, probably to correspond with the internal charge on letters in the British open mail.

I mention the note by Ashbrook, not to disparage an individual who contributed so much to our knowledge of U. S. postal history, but to demonstrate that there is still much to be discovered in the field of classic U. S., and that the proper mixture of curiosity and skepticism can lead to new explanations and interpretations of old problems.

Solutions and comments were received from Mel Schuh and Cal Hahn.

### PROBLEM COVER FOR THIS ISSUE

The intriguing cover in Figure 3 was submitted by H. Leon Aussprung Jr. It is a 6c envelope which presumably originated in California and which is addressed to “Mrs. Charlotte L. Wills/Washington/Washington Co./Penna.” Next to the envelope stamp single copies of the 1c and 3c 1851 stamps are affixed. The notation “April 23” is in ink; below it “1855” in pencil. The “PAID” in oval handstamp is in red, the “PACIFIC EXPRESS” in blue, and all the rest in black. The envelope stamp is cancelled by a “NEW-YORK/MAY 24,” which also ties the 3c. Both stamps have pen cancels which do not extend onto the envelope. The “Due 7,” “Due 4,” and circular grid struck over the 1c stamp are

are so heavily struck that they are impressed into the stamp and envelope. There is nothing on the reverse.



Figure 3

What is the sequence of events explaining the markings on this cover? Particularly, why the "Due 7" and "Due 4"? Where were the stamps applied; did New York refuse to accept them; if so, why? Where did this envelope enter the mails? Why the contradictory "PAID" and "Due 4"?

Your comments and interpretations will be most welcome, as I have only a partial tentative explanation to offer.

### RAILROAD POSTMARKS (continued from page 117)

#### South Carolina

335-E-1: 26½ black, WYD 1886. 2. (Augusta and Port Royal).

#### Georgia

350-N-1: 25½ black, 1877. Partial. 12. (Savannah & Live Oak Agent or R. R.).

359-D-1: 27½ black, WYD 1885. 2. (Macon & Brunswick).

360-K-2: 26½ black, WYD 1886. 2. (Macon & Montgomery).

#### Ohio

561-N-2: 27½ black, WYD 1882. 2. (Pittsburgh & St. Louis Western Division).

567-S-2: D. Oval 33-22 x 24-13½ blue, WYD 1883. 17. (Baltimore and Ohio-Chicago Division).

#### Iowa

735-H-1: 25 blue, Banknote, NDL. 14. (McGregor & St. Paul R. R.).

761-D-2: 28 black, WYD 1884. 4. Partial, E killer. (Marion and Running Water).

761-H-1: 30½ black, WYD 1884. 10. Possible Partial.

#### Minnesota

869-I-1: 25 black, 1877. 8. (Melrose and St. Paul).

#### California

985-D-1: Manuscript N. P. C. R. R. WYD 1875. 15. (North Pacific Coast Railroad).

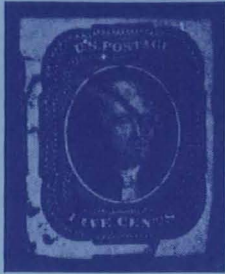
### THE FOREIGN MAILS (continued from page 125)

*Illinois* and *Vanderbilt* are possibilities. *Illinois* sailed from New York on May 19 and June 30, and on June 2 was in Havre. As *Vanderbilt* sailed from New York on June 16, it cannot be she."

Copy for this issue was sent in before the deadline of 15 December. Mr. Hubbard posted the correction in London on 28 December, but it did not reach the editor until 9 January, too late to reach the Editor-in-Chief in time for inclusion in the February issue. This editor regrets that it could not be made in that issue.



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