

Twenty-Fifth
Anniversary
Issue

The

Chronicle

of the U.S. Classic Postal Issues

August 1973

Volume 25, No. 3

Whole No. 79

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The Chronicle

of the U. S. Classic Postal Issues

August 1973

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

Vol. XXV, No. 3
Whole No. 79

\$2.50 to
Members

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

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Twenty-Fifth Anniversary Issue

The Chronicle

of the U.S. Classic Postal Issues



The familiar heading above is reproduced as it appeared on the first issue of the *3c '51-'57 Chronicle* (the original name of this journal), published July 25, 1948. The officers at that time were William W. Hicks, president, W. C. Stewart, secretary-treasurer, and J. Ayer, C. A. Pfahl, and J. M. Schwartz, directors. Dr. Carroll Chase was listed as an honorary member. Richard McP. Cabeen was a contributing editor and Tracy W. Simpson was editor and publisher. Of all those names the only one left on the current membership roster is that of Tracy W. Simpson.

Tracy was the first editor of the *Chronicle* and the one with the longest tenure, serving fifteen years in that capacity. With this issue we mark the *Chronicle's* twenty-fifth anniversary. This is an appropriate occasion to salute the individual whose dedication and competence were decisive factors in encouraging the Society to grow and thrive.

I have never met Tracy and know him only through correspondence, but his generosity and helpfulness shine there, too. It is a real privilege to try to do the job that was once his. The tributes that follow have been written by some of the fellow members and friends who have shared with Tracy the accomplishments of a quarter century.

S. M. McD.

• • •

As the U. S. Philatelic Classics Society celebrates its 25th Anniversary we can look back with pride and satisfaction to the accomplishments of these 25 years. Our contributions in philatelic research on U. S. classic stamps and postal history have been noted and applauded throughout U. S. philately.

It is most appropriate, therefore, that we pay special tribute to the pioneers who created the original "3 Cent '51-'57 Unit" and developed it during the early years when the going was tough. There was no more important job in these

Dedicated to
Tracy W. Simpson



early days than that of Editor of *The Chronicle*. Tracy Simpson did this job superbly for the first 15 years.

I regret that I was a late comer to the Society but once I was a member the study of Tracy Simpson's book *United States Postal Markings, 1851 to 1861* and past issues of *The Chronicle* contributed greatly to the development of my interest in the classics and especially the study of foreign mail rates which will continue as long as I collect. I became acquainted with Tracy through correspondence about exciting discoveries which were duly reported for publication in *The Chronicle*. Later I had the great pleasure of visiting with him briefly at his home in Berkeley.

I am delighted to join with the many friends and admirers who are honoring Tracy Simpson by dedicating this our 25th Anniversary Issue to him, thanking him for his never ceasing efforts in behalf of the Society and wishing him well for the future.

Melvin W. Schuh, *President*

* * *

Robson Lowe has quite rightly said that stamp collecting contains two branches: its science—philately, and its humanity—postal history. The study of United States postal issues and postal history during the 1851-1861 decade has produced perhaps four men who are expert in both branches of the art: Carroll Chase, Stanley B. Ashbrook, Elliott Perry, and certainly not least, Tracy W. Simpson.

Tracy first became interested in the period during the early 1920s when Dr. Chase's articles on the 3c issue began to appear in the *American Philatelist*, and through the years he built up what is possibly the finest existing reconstruction of the 3c 1851 imperforate plates. He worked closely with Dr. Chase in plating the 3c perforated Type IIa and Type II stamps and has, in consequence, become the premier student of this issue. In 1939 the quality of these collections was recognized when he received the grand award for them at the American Philatelic Society's annual convention in San Francisco.

Fortunately for the rest of us, it was at about this time that he began to write for the philatelic press. Encyclopedic knowledge of the field coupled with his prior experience as a technical writer for engineering journals have produced a body of work that is extensive, lucid, and accurate, and which has extended our knowledge of both stamps and postal history immeasurably.

All of these men differed from the run-of-the-mill philatelic author in that they brought to the subject a scientific method which held that there was no substitute for research with original documentary sources rather than speculation that might grow out of the appearance of one stamp or one cover.

In 1948 Tracy became the editor and publisher of *The Chronicle*, official publication of the 3c 1851-1857 Unit which later was to become the United States Philatelic Classics Society. From July 25, 1948, when Volume I, No. 1 appeared, to February 20, 1963, he wrote all or substantial parts of 44 consecutive issues of *The Chronicle*; from that date, when *The Chronicle* was expanded to include the 1847 and 1861 issues, until May 1969, he continued to edit or write the section devoted to the 1851-1861 issue, comprising another 18 issues.

His interests include not only the stamps of the period, but also all aspects of its postal history. At an early date he began accumulating records concerning all of the postal markings found in conjunction with the use of stamps during this decade. In 1959 he completed and published his magnificent book on postal history, *United States Postal Markings and Related Mail Services 1851 to 1861*. In spite of being out of print for many years, it remains the "Bible" of the subject it covers and is an indispensable tool for those who collect in this area. As a result of his writing he has been awarded both the Chase and Ashbrook cups, two of the highest awards in philately.

Tracy's one disagreement with some of the early giants of philately concerned the unfortunate tendency of a few of them to mix vitriol with their arguments when others differed with their opinions. He believes that a full exchange of information and theory is an absolute necessity to problem solving, but that there is never an excuse for bad temper or personal innuendo when presenting a point of view.

Tracy W. Simpson is a scholar, a gentleman and a true friend of philately.

Thomas J. Alexander

* * *

When earth's last stamp is printed,
And the colors faded and gone,
The paper brittle, worm-eaten, forlorn,
We'll miss his helpful aid to us all, ever and anon.

The writer first became aware of the philatelic renown of Tracy Simpson one warm night in the Spring of 1951 at the home of John Ayer in West Medford. His guest that evening was no less than our revered Bill Hicks. Together they told of the formation of a new group to further the knowledge and interest of collectors in the three cent stamp of 1851 and the important part that Tracy Simpson was taking in the same. Many of us know of the persuasiveness of Bill and the writer soon found that he was enrolled in the project and also had become the Editor of the Chairman's Chatter, a position which he held for the next sixteen years.

Tracy Whittemore Simpson was a true son of the West but traced his ancestry back to the Whittemore family of early New England colonial days. We first met him at our initial convention in Philadelphia, July 5th to 8th. Almost the first words of his talk that evening took a good natured rap at our Eastern pronunciation of route as root and said that in spite of being here in the East he was going to pronounce it in the western way as Route as in shout. He had planned to fly East to our convention but a delay made him miss the plane. The plane crashed on the flight with loss of life and Tracy was off of airplane travel after that.

He spoke of his fascination with the three cent stamp of 1851 which hit him shortly after reading Dr. Carroll Chase's book on that stamp. He mentioned the various colors in which the stamp appeared, the various plates and their different characteristics, the recutting of the plates, the guide dots and shifted transfers. How it led him to study the stamp and the great variety of different aspects by which to collect the stamp on covers, the railroad postmarks, and their route agents, which brought about our decision to call our members Route Agents. Also the different townmarks, running from straightline to fancy and the common circular. He mentioned the postmarks which imitated the Boston small Paid, (of which he made a small collection but which was almost complete), and many more ways in which one could form most interesting collections.

At our second Convention, July 4th to 6th, in 1957, again at Philadelphia, he was unable to be present due to the illness of his wife, but he sent on a specialized collection of ten frames which was an eye opener to most of us. In the meantime he had been enthusiastically supporting Chuck Remele in the writing of Remele's book on *United States Railroad Postmarks* which appeared in 1958 and at once proved to be a classic. Tracy furnished many of his covers for illustration of the postmarks in the book.

In 1959 he published his book on *United States Postal Markings and Related Mail Services, 1851 to 1861*. The book was an immediate success and soon the edition was completely sold out. After Dr. Carroll Chase's book on the three cent stamp, Tracy's book became almost a second Bible for all collectors of the stamp, and his article on the letters on the foreign mail started Mel Schuh,

and, we suspect, George Hargest in the very serious collecting of these covers and the means of exposing original covers which had been altered to greatly increase their value. During all this time Tracy had served as Editor of the *Chronicle*, contributing many articles, in all putting out 44 issues, the last on February 20, 1963. The next issue was under the editorship of George E. Hargest.

Tracy has continued his keen interest in the Society, which has grown greatly to become the U. S. Philatelic Classics Society. Many more articles continued to appear from his pen, always of pertinent interest, and showing precise workmanship and reliability.

The members of the Society owe a great debt to Tracy W. Simpson for the success of the Society, for none can doubt that his efforts have been the backbone of its success. To the writer it will always remain a living tribute to him.

Lester Downing

* * *

Tracy is among my favorite philatelists. He is a quiet, unassuming individual of medium height and ruddy complexion who expresses pleasure for items philatelic through his eyes which twinkle as a smile develops and small wrinkles form around his eyes.

He was an electrical engineer by profession, prior to retirement, accustomed to the illustration and explanation of difficult concepts in simple understandable terms. He continued as a consultant to large industry until just recently.

I have really been with Tracy only a half dozen or so times. The most memorable was about ten years ago when Hugh and I met Tracy at the Marysville bus station and visited the old mining towns and areas bordering California Route 49. Tracy brought his geological maps of the area, which precisely located the known mines and described the outcroppings of rock along the road. He left us at Sonora at the end of the day.

During the trip he mentioned his disappointment about not getting a lot at a Siegel auction (a 24c '60 cover with a Chicago Am. Pkt. marking). He just didn't understand why someone would be willing to pay 50% more than his bid! After he finished I pulled the cover from my pocket and showed it to him. He just shook his head.

Tracy's preciseness, his ability to trace accurately, and his intense interest in and knowledge of the 3c 1851 stamp enabled him to be the outstanding Editor of the first 44 issues of our *Chronicle*—a most necessary and vital contribution to our young and growing philatelic organization.

Tracy and I have exchanged innumerable letters from the very first down through our correspondence about his script for the 1851-61 slide shows. Most were type-written using, I assume, the Simpson method. He 'x'ed out his mistakes and interlined in the double spaced lines. He didn't waste words, but was always generous in leaving room for the other person's point of view.

When he felt that others should carry on, he asked to be relieved of his responsibilities. He never short changed anyone.

As you can see, I literally love this man yet have never been able to adequately express it before.

John David Baker

* * *

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

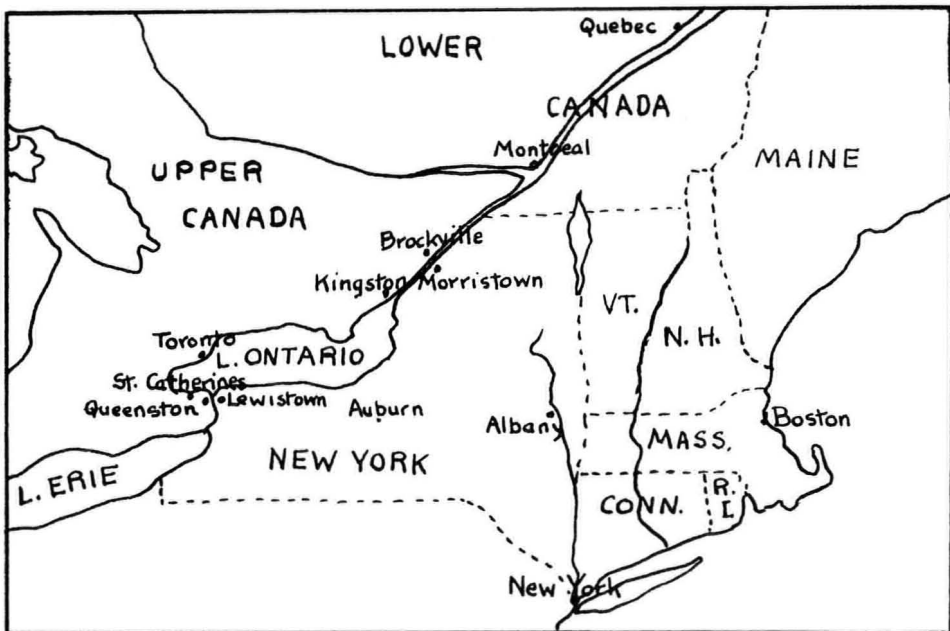
THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 COVERS TO CANADA
CREIGHTON C. HART

This is the fourth consecutive article about 1847 covers to foreign countries and the final one. The basis for these articles is 469 covers to foreign countries, being 173 to Europe, 38 to the Maritime Provinces, 250 to Canada and 8 "to the rest of the world." Although it is customary to think of mail to Upper and Lower Canada as a simple operation of U. S. postage to the border and Canada postage beyond, there is much more to it. Fifteen cross border covers of special postal interest will be illustrated. A longer than average article will be required, which will be divided into three parts. Such a division will permit a second 1847 article of diverse interest in each *Chronicle* as the series on foreign uses is concluded.

Since the first article appeared, three additional covers to Europe have been reported. There will, of course, be other foreign uses reported in the future and the final count may well be around 500. Although some covers may be added to each group, the largest number of additions to previously unlisted covers undoubtedly will be to Canada and to Europe.

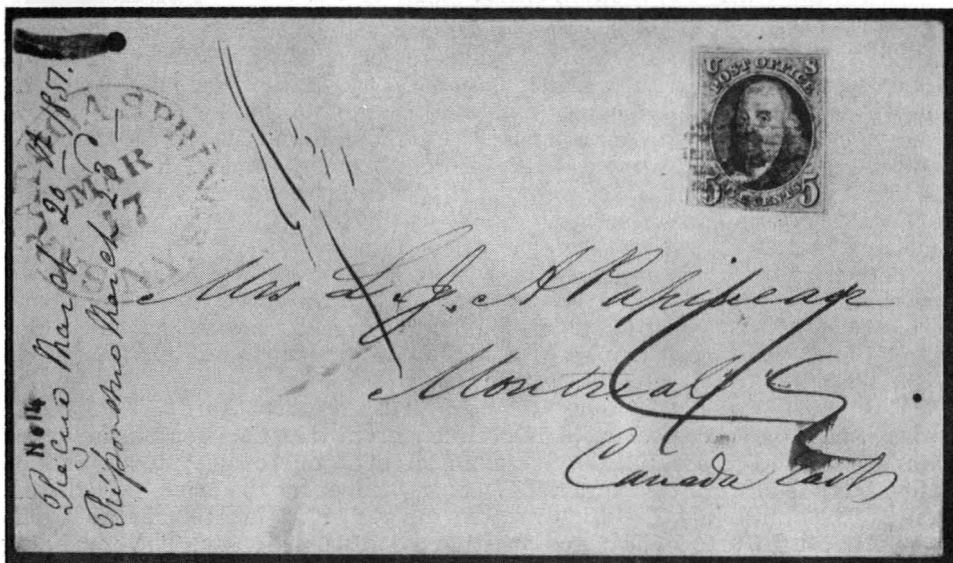
The total to Canada includes 16 covers with uses after April 6, 1851, when the U. S.-Canada agreement went into effect. From that date for the first time it was possible to pay in full postage from origin in one country to destination in the other. The few cross border 1847 covers known for this short period from April 6, 1851, until July 1, 1851, were the subject of Susan McDonald's article in the August 1970 *Chronicle* and will not be discussed now. The remaining 244 covers posted between July 1, 1847 and April 6, 1851, are the basis for this article.



From Revolutionary times the U. S. domestic rate to the border only, according to distance involved, had applied on letters to Canada. The Canadian postage from the border to destination was collected from the addressee. On

July 1, 1845, the complicated U. S. rates by distance were reduced to 5c for distances up to 300 miles and 10c for distances from 300 to 1500 miles.

For collectors of classic covers who do not specialize in the 1847 issue, a cover to Canada with a 5c stamp (Cover A) and a second cover with a 10c stamp (Cover B) make an attractive album page or two. Two such covers almost tell the entire postal history story of our first issue—not all, just almost all. The two covers show the 5c and 10c *domestic* rates by distance and in addition the prevailing practice of *foreign* postage due from the addressee.



Cover A. The 5c cover is postmarked Saratoga Springs, March 17 (1851) at the domestic single rate to the border, less than 300 miles distant. Canadian postage due from the addressee is shown by the "4½" in manuscript.

Little difficulty should be encountered in obtaining an 1847 cover to Canada but covers with a *single* 5c stamp are in short supply. Of the 84 5c covers only 44 have a single stamp; the other 40 have multiples to pay the 10c rate. With patience you may be able to get a 5c cover addressed to an individual (Cover A). Few 1847 letters have contents that are strictly personal.

The 5c cover to Canada that is illustrated is typical of personal letters of the period. At one end Mrs. Papineau has noted the date received, March 20th 1851. She must have been of French descent because she noted "Répondue March 23rd."

On my list are seven 5c covers to Mrs. Papineau with the earliest November 13, 1848 and the latest the one illustrated March 17, 1851. Of the seven covers, I have color slides of the four dated November 13, 1848, December 9, 1850, February 3, 1851 and the one illustrated. If any reader owns any of the other three used March 5, 1849, December 24, 1849 and January 25, 1851, I'd appreciate hearing from him.

In another hand at the end of the envelope, there is a "No. 14" which may represent a chronological sequence by years. If so, a great many are missing, since a "No. 34" has been noted. There may be Papineau covers besides the ones I list. If so, I'd like to know about them, especially if the original letters are enclosed. It may be possible to recreate another mid-19th century human interest story.

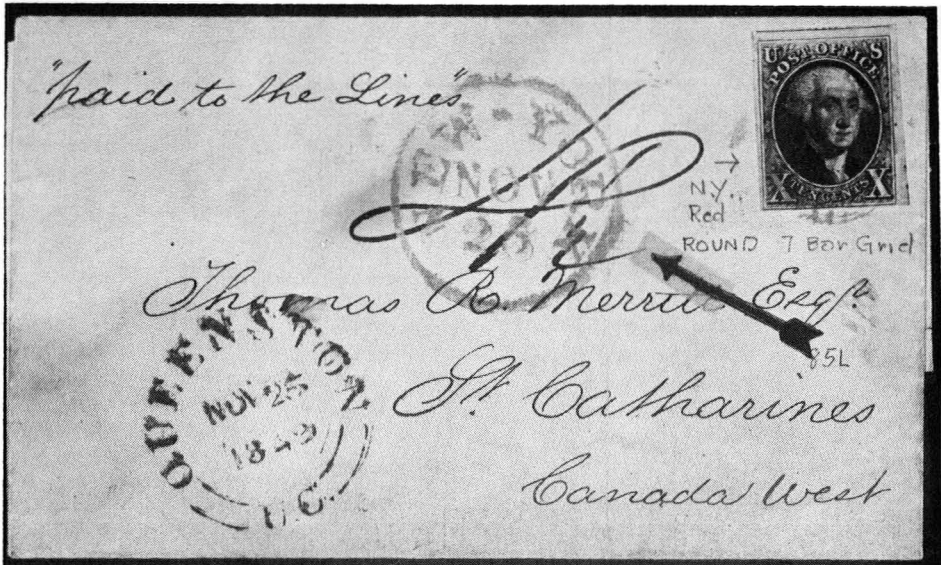
Many names that were prominent during the 1847 period are now forgotten or remembered by only a few. Louis-Joseph Amédée Papineau, to whose wife the letters were addressed, was an early writer of romantic French-Canadian fiction. Much more notable was his father, Louis-Joseph Papineau (1786-1871). The elder Papineau was prominent in French-Canadian politics and is best remembered as a leader of the Rebellion of 1837 in Lower Canada. In 1823, while

Papineau was speaker of the Assembly, another faction headed by Lord Dalhousie was working surreptitiously to bring about the union of Upper and Lower Canada. Papineau realized this would make a single British province predominately English and this he opposed.

A series of radical events led to the Rebellion of 1837 and when Papineau's name was included in warrants for arrests he fled to the United States. From the United States he went to Paris and while there he "imbibed the republican and anti-clerical opinions of advanced liberals." Papineau returned to Canada in 1844 following the Amnesty Act. In 1848 he was re-elected to the Assembly but "he found his influence was gone and he retired from politics in 1854."¹

The first 1847 cover is dated in 1848 and the last in 1851, an important period in Papineau's career. While in exile in the United States he tried to secure the intervention of the United States for the invasion of Lower Canada. He failed in this but are some of these letters to Mrs. Papineau really intended for her father-in-law? Perhaps they are from family or friends left behind at Saratoga Springs. The mystery is increased because none of the '47 envelopes have contents. Are the contents missing because they were personal or contained political intrigue?

Our members will recall the Mrs. George Evans 10c bisect covers from her husband Senator George Evans at Gardiner, Maine. That story was put together by Susan McDonald with the help of Ezra Cole who vividly remembered a profitable summer in Vermont when the bisects were discovered. Lester Downing's article describing the Julia Fuller—Samuel Damon tender but sad romance was recalled from an original find of 60 old 5c 1847 covers. The Papineau covers begin in late 1848 with the last one in early 1851. There may be another story here that can be brought to life 125 years after it happened because of the surviving 1847 envelopes if the missing contents can be located.



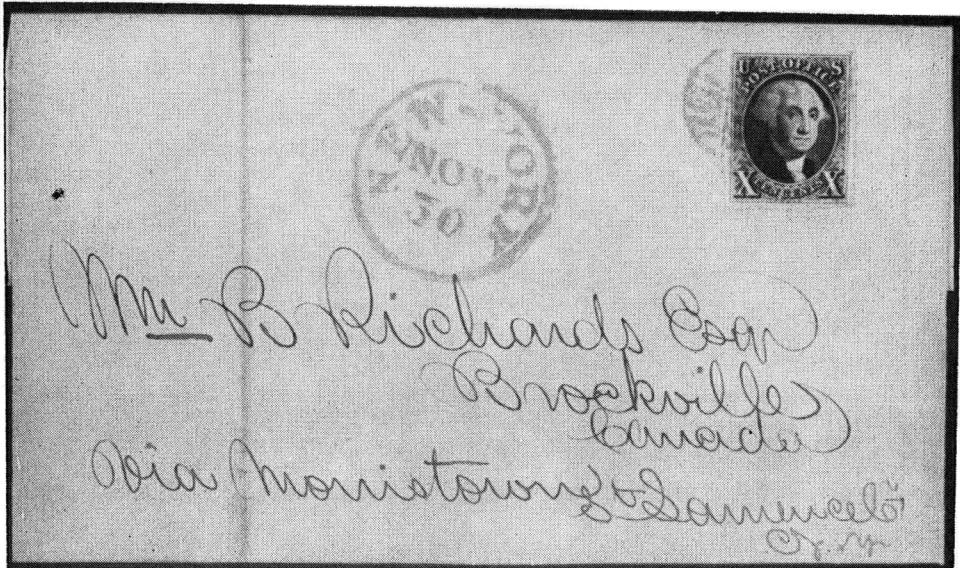
This cover (B) was mailed in New York City more than 300 miles from the border so 10c domestic postage was required. Carried in the open mail to the Lewistown P. O. which exchanged with the Queenston, P. O. Rated "4 1/2" pence Canadian postage due to St. Catharines, less than 60 miles from the border. Mailed at New York November 23rd and arrived the 25th at Queenston.

Most of the 1847 covers are business letters and the Thomas R. Merritt (Cover B) correspondence is the most numerous of all the cross border covers. Thirty of the 234 are to this addressee and invariably are neatly written and attractive. The one illustrated is typical of cross border covers requiring the 10c rate for distances over 300 miles. Most Canada receiving marks are on the front

¹ Norah Story, *The Oxford Companion to Canadian History and Literature*, pp. 623-624.

as is this one. The artistic appearance is increased when the two postmarks are in different colors: the New York is red and Queenston is black. This Merritt letter made average time to the border, having been mailed in New York November 23rd and reaching Queenston, Upper Canada, the 25th.

The routing of cross border mail and the problems it sometimes created for the public is clearly illustrated by three covers (Covers C, D & E), all to a law firm in Brockville, U. C. First, you will notice the postal difference between the covers and then by referring to the *Laws and Regulations of the Post Office Department* for 1847, we will find the reasons for these differences.



Cover C required only the 10c U. S. postage from New York City to Brockville, U. C. because Mr. Richards' correspondent routed the letter via Morristown, N. Y. Brockville is just across the border from Morristown on the Upper St. Lawrence River. (See map). Because of the proximity of the two towns no Canada postage is due from the addressee. 1849 use. (J. King Horner Collection).

Cover C is from New York to Brockville, Canada "via Morristown, St. Lawrence [sic] Co. N. Y." The addressor wrote "via Morristown" because the Brockville and Morristown post offices exchanged cross border mail. Just the narrow upper St. Lawrence river divides the two towns. (See map). The only postage required is a 10c U. S. stamp, because the two towns are so close to each other that no Canada postage is due from the border. If there were, it would be shown in manuscript as on Cover D. Cover D is also from New York to Brockville but it has a Queenston, U. C., receiving mark and "11½" in manuscript. The 11½d represents Canadian postage due from the border to Brockville. Even though both covers are from New York to Brockville, on one there is no Canadian postage due while on the other there is 11½d due, about 19c. The third cover (Cover E) is also from New York addressed to the same "Messrs. Richards & Buell, Atty's at Law" but to Morristown, N. Y. instead of to Brockville, Canada.

The Laws and Regulations for 1847 give in detail the exchange offices for mail to Canada and how the mail was to be charged and routed. Mail was exchanged at these frontier points, listed in geographical order from east to west in Chapter 65, Section 476:

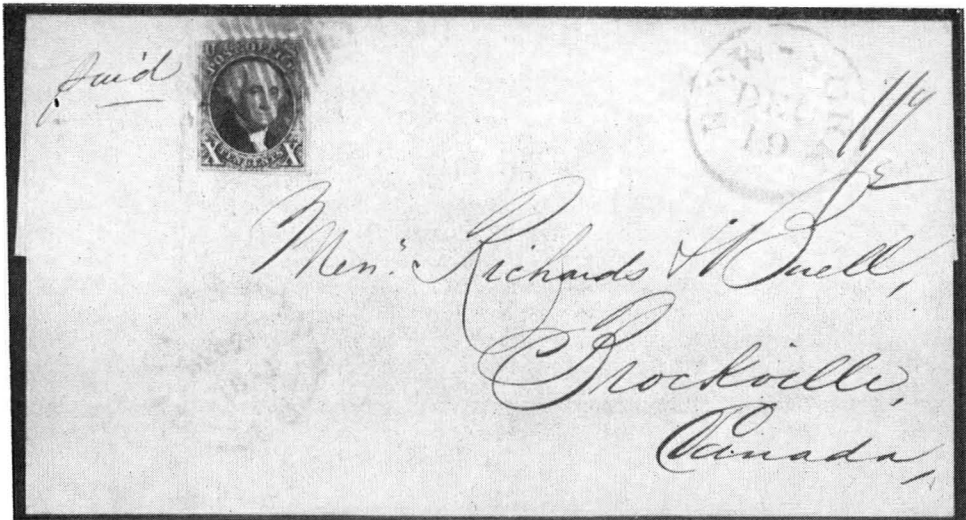
| | | |
|----------------|-----------------|---------------------|
| <i>Maine</i> | <i>New York</i> | <i>Cape Vincent</i> |
| Houlton | White Hall | Rochester |
| Robbinstown | Plattsburgh | Lewistown |
| | Rouse's Point | |
| <i>Vermont</i> | Fort Covington | <i>Michigan</i> |
| Derby Line | Ogdensburg | Detroit |
| Highgate | Morristown | |
| Burlington | | |

Other offices were "also, New York City and Albany, by special arrangement, with Toronto, Kingston, and Montreal." The "special arrangement" refers to bags of through mail that were made up at New York City and Albany to go unopened until exchanged at Toronto, Kingston, and Montreal.

Chapter 65, Section 478, states that "Letters placed in any office in the United States, addressed to offices in New Brunswick and Canada, are to be rated with the proper postage to the United States line."

Chapter 15, Section 120, provides: "The distance according to which postage is chargeable, is that on *the post road from one office to another*, upon which the mail is conveyed." Section 121 continues: "Letters should in all cases be sent by the most *expeditious* routes, unless otherwise *ordered* by the person sending the same." (Italics added.)

Each of the three letters to Richards & Buell is a business letter and from a different client. Because each client used a different form in addressing his letter, these three covers demonstrate how the cross border regulations were followed. Cover C is from J. J. Nicoll & Co. who thoughtfully "ordered" the letter routed via Morristown which is just across from Brockville as you see on the map. Because of the proximity of the two towns no Canada postage was due from the Richards firm.

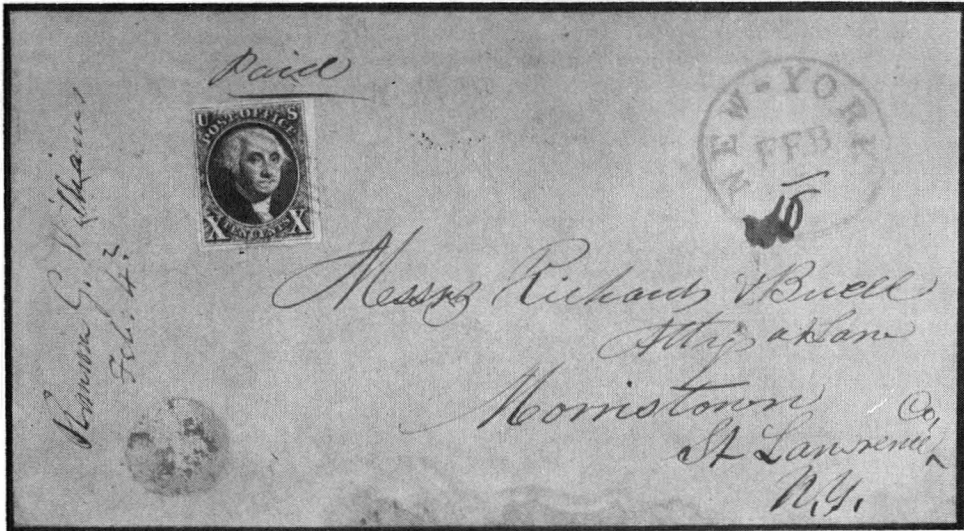


Cover D went from New York City to Brockville in the open mail via Queenston, U. C., which the U. S. P. O. D. considered the most expeditious route to Upper Canada. Brockville is more than 200 miles from the border at Queenston so an additional 11½d (19c) postage was collected from the addressee. 1848 use. (J. King Horner Collection).

Cover D is a letter from Chester M. Connolly who apparently didn't know of the advantage of sending his letter via Morristown. The "most expeditious" route to Upper Canada in the open mail was through the Lewistown, N. Y., post office which exchanged mail with Queenston. The Lewistown-Queenston exchange obviously is not the shortest route to all points in Upper Canada. The U. S. P. O. D. took many factors into account in selecting that route as the most expeditious. Among these were available transportation facilities and frequency of service. Because instructions to postmasters were strict against delay and insistent on prompt despatch of mails, the usual practice was to forward mail by the next available departure, even if the route concerned was not the most direct geographically. Because of the daily frequency of service on the New York-Albany-Lewistown route, this was the normal choice for mail to Upper Canada.

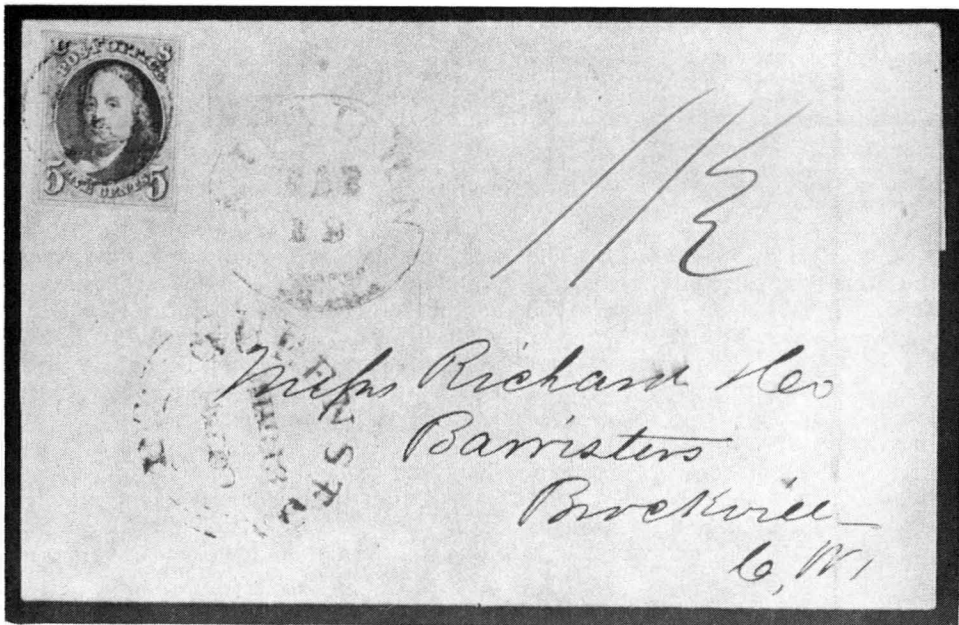
The Lewistown-Queenston exchange was satisfactory for the majority of localities in Upper Canada, but was very circuitous for places east of Lake Ontario, as the map shows. When applied to such destinations as Cover D, this

routing put letters into the Queenston post office which is more than 200 miles from Brockville. The Canadian rate for mail going between 200-300 miles was $1\frac{1}{2}d$. This letter probably took longer in transit than did Cover C and cost 19c more.



Cover E is to Messrs. Richards & Buell at Morristown, N. Y., apparently used as a business address for some of their clients. Letters addressed to Morristown required only U. S. postage. A postal clerk crossed out the "5" in the day date mistaking it for the 5 cent rate which he corrected with a "10" in ink to reflect the 10c rate. 1848 use. (J. King Horner Collection).

Cover E is from client Ramson G. Williams of New York City as the docketing at the left end shows. This letter to Messrs. Richards & Buell is to Morristown, N. Y. instead of to Brockville, U. C. Evidently, Messrs. Richards & Buell were wise in postal ways as well as in law. By giving the Morristown, N. Y., post office address to some of their U. S. clients only U. S. postage was required. This avoided having letters go via Queenston from the clients who were not familiar with the cross border exchange offices. Of course, saving the 19c Canadi-



Cover F is postmarked Auburn, N. Y. March 12, (1850). Queenston, U. C., received it March 13, Kingston backstamped it March 16 and Brockville finally received and backstamped it March 20th.

an postage that ensued on letters via Queenston was also a factor. It took only a short trip across the border to pick up their mail at the Morristown post office.

The public usually—but not always—got 2 day transit to the border (Cover B). Cover F is another letter to the Richards firm, this one from Auburn, N. Y., only about 150 miles from Morristown. Because the sender did not request the Morristown route it went to Queenston. This letter left Auburn March 12, reached Queenston March 13, was backstamped in transit at Kingston March 16 and continued to Brockville where it was backstamped March 18. (See map). It arrived after 6 days in transit with 11½ pence due. If the addressor had written “via Morristown,” it would have gone the shorter route without any Canadian postage due.

Most of the cross border mail, of course, went the expected way as did covers A & B. There are, however, a few cross border covers besides those discussed here that went the long way around because the sender did not specify a shorter route.

(To be continued)

CAVE JOHNSON, THE 1847 POSTMASTER GENERAL

CREIGHTON C. HART AND SUSAN M. McDONALD

The period from 1847 to 1851 when the first general issue of U. S. postage stamps was conceived, executed, and put to use was also a time during which many distinguished Americans in letters, politics, education, and other fields worked and flourished. In literature and the arts such noteworthy talents as Longfellow, Thoreau, Nathaniel Hawthorne, Stephen Foster, and Harriet Beecher Stowe were active. Other newsmakers were scientists and promoters like Samuel B. Morse and Cornelius Vanderbilt. Henry Clay was an important figure on the political scene, and Lincoln's career was beginning to rise.

Any of these individuals could have used the new stamps on their correspondence, but, if they did, few such covers have survived. The handful of known 1847 covers to or from mid-nineteenth century VIP's (Longfellow, Hamilton Fish, and similar figures) have extra interest by reason of the prominence of their writers or recipients, regardless of their strictly philatelic significance.

Other correspondences consisting of large accumulations of 1847 covers received by business firms may acquire recognition because of the variety of material they afford for study. In the case of a series of 1847 covers from one ordinary citizen to another, such a correspondence may have interest and value because it offers postal history insights or reveals a human interest background.

The covers illustrated here are in a special category because of their unique association with the 1847 issue. They are folded letters to and from Cave Johnson, who was Postmaster General when the 1847 stamps were issued.

Johnson was a long-time political associate of James Polk, and was also from Tennessee. He was born in 1793 at Springfield, Tenn., and as a youth served under the command of Andrew Jackson in the Creek campaigns. He was educated at Cumberland College in Nashville, and then studied law and went into practice. He was elected representative to Congress in 1829 and served until 1845, except for the two years from 1837 to 1839. As Polk's close friend and adviser, Johnson was instrumental in securing the Democratic nomination for him in 1844. In recognition of this service, Polk appointed Johnson to his cabinet as Postmaster General. Johnson held this appointment from March 7, 1845, until the end of Polk's single term in March 1849.

After Polk left the presidency, Johnson returned to Clarksville, Tenn. to practice law. In succeeding years he was a circuit judge and held a high banking position. During the Civil War members of his family supported the Confederate cause. Afterwards he received a pardon from President Andrew Johnson, but was nevertheless denied his elected seat in the Tennessee Senate in 1866 because of his Confederate sympathies. He died at Clarksville in November of the same year.

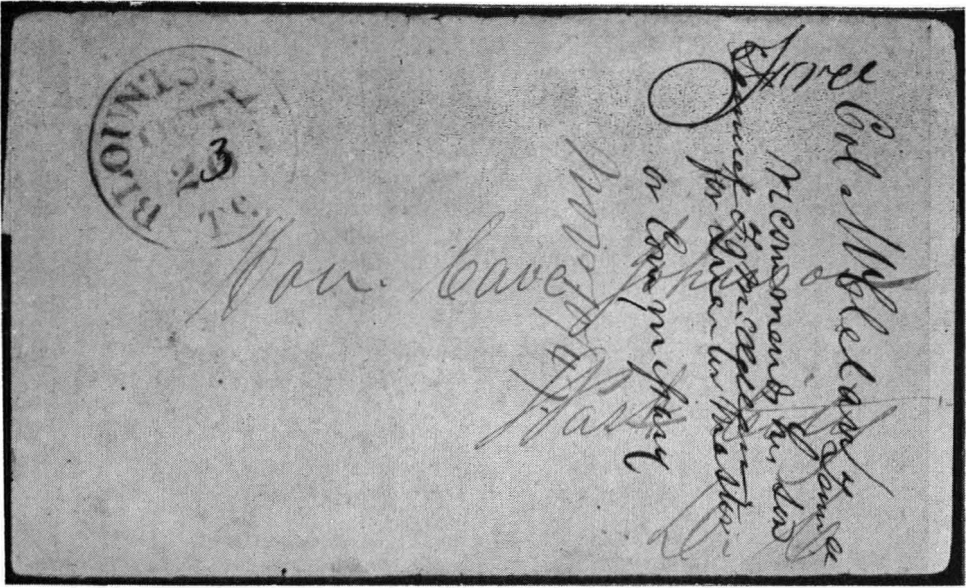


Figure 1
 Folded letter from Blountville, Tenn., Oct. 23, 1847, addressed to Cave Johnson as Postmaster General. "Free" because the Postmaster General's franking right covered mail received or sent. (Jerry S. Palazolo collection).

Cave Johnson was a close friend of James Buchanan, with whom he carried on an extensive correspondence, as he also did with Polk. These correspondences have furnished valuable source material about these men and their period. Johnson's policies and accomplishments as Postmaster General, and the important events affecting postal developments during his term are well described by Edward F. Williams III in the article cited.

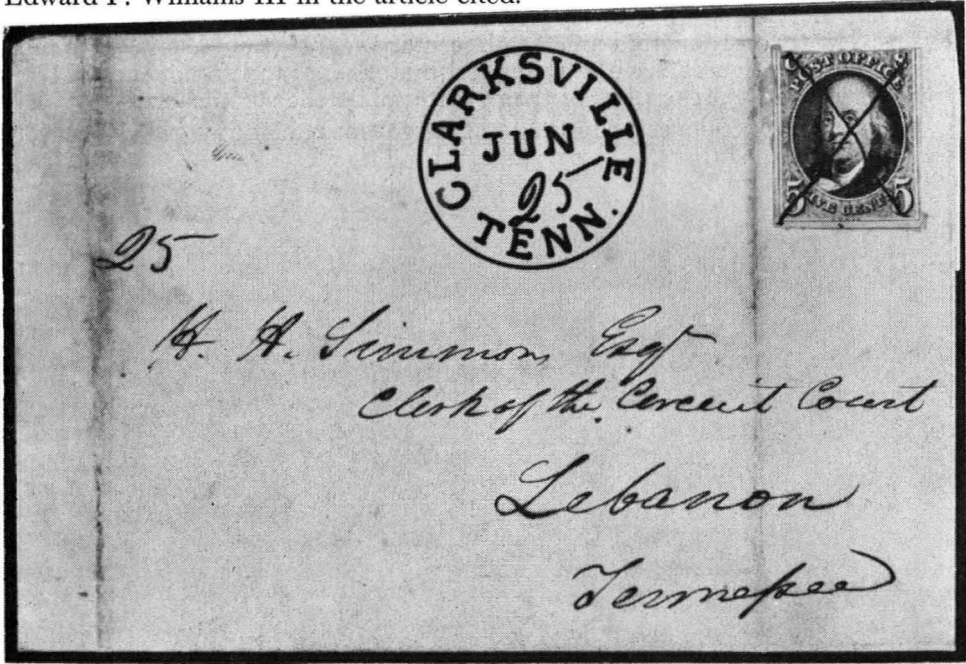


Figure 2
 Letter of Cave Johnson, postmarked Clarksville, Tenn., June 25, 1849, shortly after his term ended in March. A tracing of the postmark appears beside the stamp. Only the manuscript "25" can be seen in the faint actual postmark at upper left. (Jerry S. Palazolo collection).

Two covers from the collection of Jerry S. Palazola have interesting postal history connotations on account of their association with Cave Johnson. The

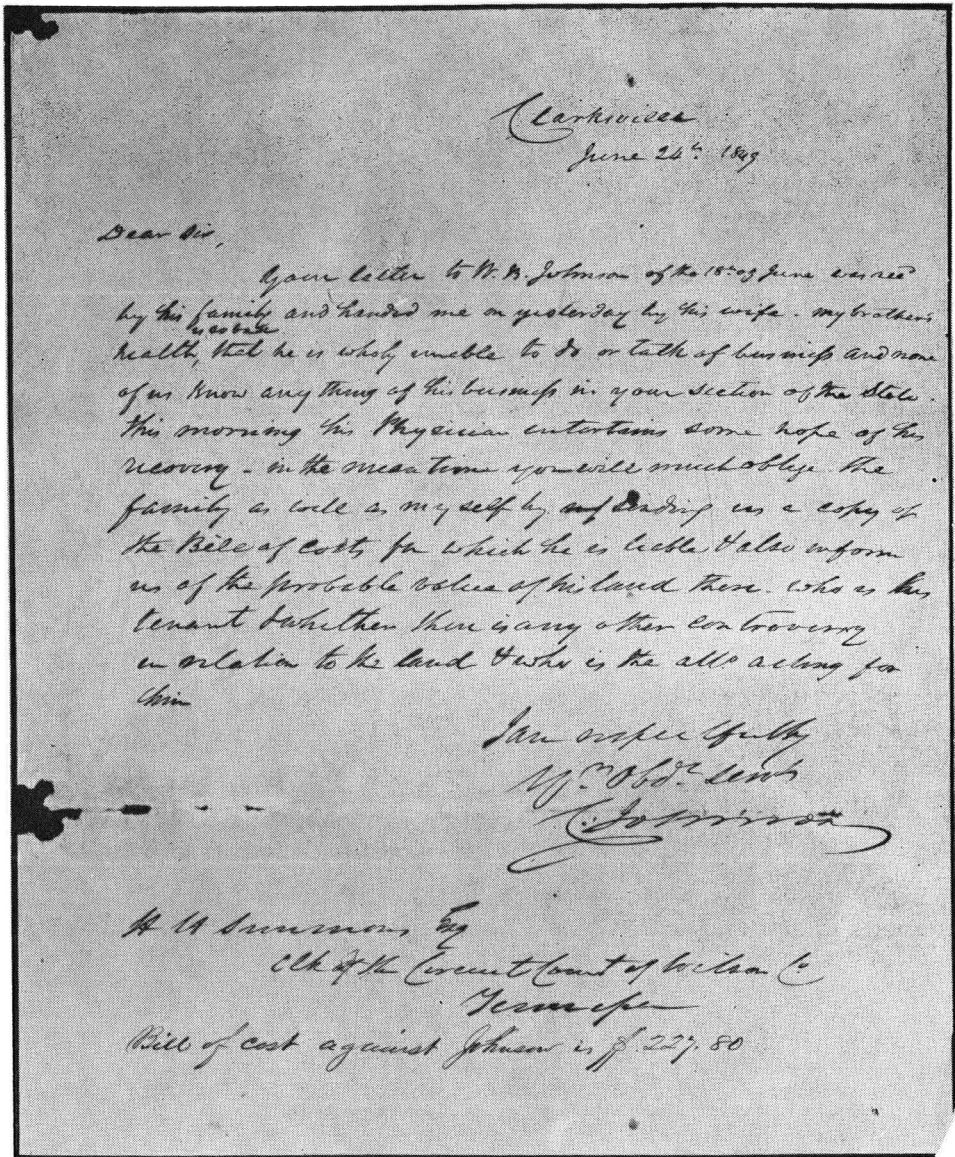


Figure 3
 Contents of cover in Figure 2. Holograph letter of Cave Johnson concerning his brother's business affairs. (Jerry S. Palazolo collection).

first (Figure 1) is a stampless cover from "BLOUNTSVILLE Te. OCT 23" (1847) addressed to "Hon. Cave Johnson/Wash. City/D. C." The letter was from a Col. McClellan on behalf of his son, Samuel F. McClellan, recommending him for quarter master or commissary. Col. McClellan, of course, did not have the franking privilege, but Johnson, while Postmaster General, was entitled to receive as well as send letters without charge. Therefore the letter is marked "Free."

The second letter (Figure 2) was written by Johnson on June 24, 1849, at Clarksville, Tenn., and mailed the following day. Johnson had left office the previous March. The contents refer to the business affairs of Johnson's brother who was very ill. The letter itself is shown in Figure 3; Johnson's characteristic signature is easily recognizable and appears on many official letters and documents of the Post Office Department.

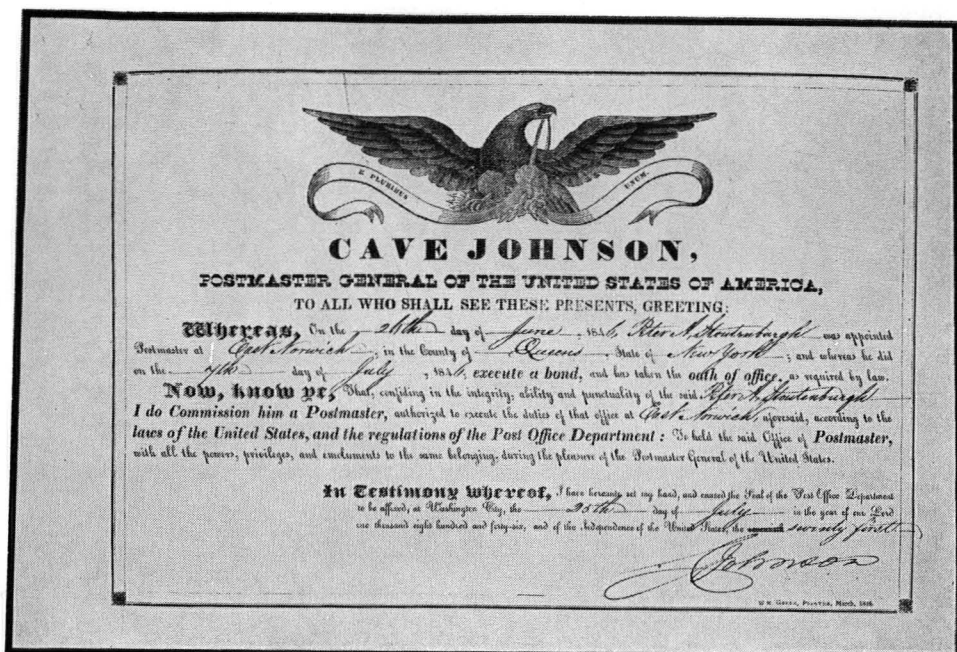


Figure 4
Engraved commission of postmaster's appointment signed by Cave Johnson in July 1846.

The Clarksville, Tenn., post office did not receive any 1847 stamps until the month this letter was written. Stamps to the value of \$20 were sent from Washington on June 5, 1849, and were received June 12, so that this cover represents a very early use from this small community.

The delightful aspect of this letter is that the postage is paid by a 5c 1847 stamp. Johnson could have sent it stampless, either collect or paid in cash. He must have made a particular effort to obtain one of the newly arrived stamps to use, and this appealing cover is the result.

An ornate engraved document bearing Johnson's name and signature is shown in Figure 4. It is a commission of appointment for a local postmaster and attests that Peter A. Stoutenburgh was appointed postmaster at East Norwich, Queens Co., N. Y., on June 26, 1846. The commission was signed by Johnson on July 25, 1846. Such items are attractive collateral pieces for 1847 collectors.

The cover in Figure 2 is the only one bearing the 1847 issue so far recorded from Clarksville, Tenn., and also the only one known from Cave Johnson. It is possible that other letters with 1847 stamps, written by Johnson and postmarked elsewhere than Clarksville, may exist unrecognized. Such covers could occur between early March 1849 and June 30, 1851. A thorough check by collectors may uncover additional items with a special connection to the first U. S. stamps.

References

- Williams, Edward F., III. "Cave Johnson, Philately's Forgotten Man," *Thirty-Third Congress Book*, 1967.
Williams, Samuel C. "Cave Johnson," *Dictionary of American Biography*.

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THE 1851-60 PERIOD

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

MILITARY MARKINGS: 1851-1861, Reprise

DAVID T. BEALS III, R.A. 248

Since publication of this series in the *Chronicle* from November 1968 thru May 1971 (#64, 65, 66, 67, 68 and 70) enough new covers have been reported to bring this study up to date. The numbers of the postmarks are those assigned in the original articles and additions as required are made herein. For previously reported markings, the number or numbers of the *Chronicles* in which reports appeared, and the diagram number, where appropriate, are given in parentheses following the postmark description.

References: Two new items are of interest.

68. *The Utah Expedition, 1857-1858*, published by the New Hampshire Historical Society, 1928.

69. "A Philatelist's View of Arizona," by James Chemi, an article in *Arizona Highways*, April 1971.

Acknowledgement: We would like to acknowledge the helpful assistance of Miss Alice L. Erickson and Messrs. Sanford M. Arnold, Mark Haas, Floyd E. Risvold and William H. Semsrott in preparing this supplement.

New covers reported:

FORT SMITH, Arkansas

2. FORT SMITH/ARK/yrD/DC 26½ (C. 64; D. 2).

An additional cover used with S5 has been reported for a total of three.

3. FORT SMITH, Ark. /D/C30.5 (C. 70; D. 30).

Three additional covers, one stampless, one used with S2 (illustrated in Figure 13), and another on U10, have been reported for a total of four. This marking is first known used in 1843 (Ref. 23), and is less scarce during the stampless period.

4. Fort Smith, Ark. Oct 17 in manuscript.

One cover used with S5.

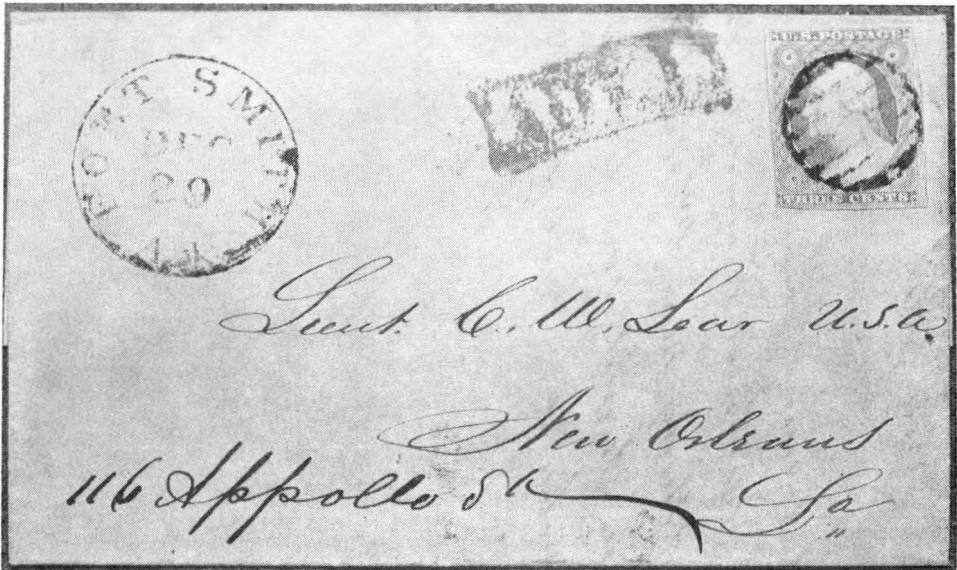


Figure 13.

A bill to Lt. C. W. Lear, 15th Infantry Regt, from the Post Sutler at Fort Smith, Ark., dated Dec. 29, 1851, which includes bill for a cash advance of \$100.00. PAID struck in red.

FORT GIBSON, Cherokee Nation

This post was established on April 20, 1824, by a detachment of the 7th Infantry Regiment, then stationed at Fort Smith, Arkansas, and commanded by Col. Mathew Arbuckle. The post was located on the Neosho (now Grand) River three miles above its confluence with the Arkansas. Named Cantonment Gibson for Col. George Gibson, commissary general of the army, it was later redesignated Fort Gibson in 1832. Its first mission was to control the Osage Indians and in the 1830's and 1840's it formed, with Forts Leavenworth and Scott, the first line of frontier defense. The three forts were connected by a military road.

Fort Gibson was abandoned on June 22, 1857, as the frontier moved west and was occupied by the Confederates early in the Civil War. It was reoccupied by Federal troops on April 5, 1863, and was finally abandoned in 1890.

Two postmarks are known during this period:

1. FORT GIBSON Ark./D/C30.5

Diagram #33

One stampless cover has been reported used during this period dated Sept. 27 '51 and marked PAID 3(ms). Several covers used during the stampless period are known with this marking, the earliest being July 27, 1843 (Ref. 23).

2. FORT GIBSON ARK./D/C33

Diagram #34

Three covers with this marking have been reported, two used with S5 (one is illustrated in Figure 14) and one stampless.



Diagram 33.



Diagram 34.

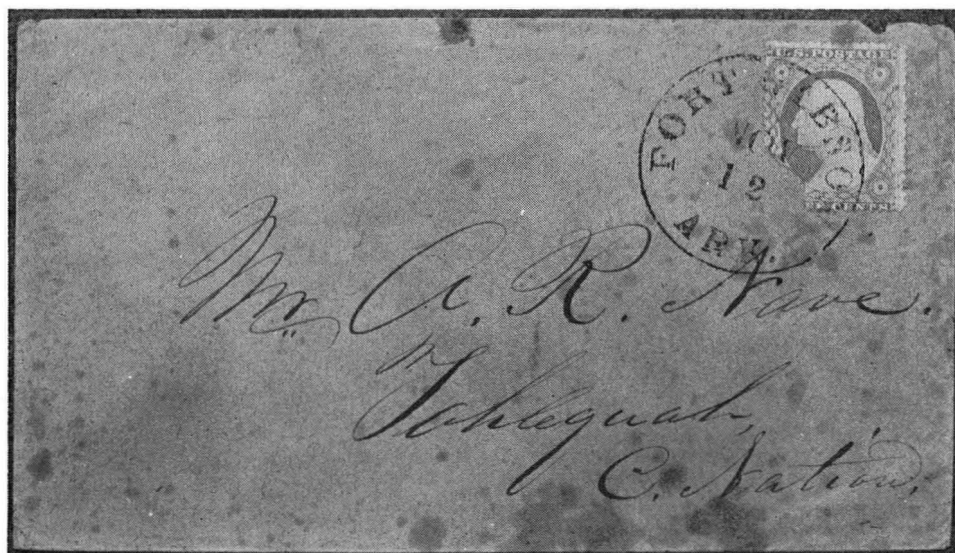


Figure 14.

The large FORT GIBSON ARK. postmark. A marking newly reported in this issue.

FORT WASHITA, Chickasaw Nation

1. Fort Washita, C.N., date, in manuscript. (C. 64, 70).
Two additional covers with this marking have been reported, both used with S2, for a total of four.
2. FORT WASHITA ARK /D/C33.5 (C. 64, 70; D. 3).
Two additional covers with this marking on S2 have been reported for a total of seven.
3. Fort Washita in manuscript.
Two covers with this marking have been reported, one on S2 and the other on U10.

FORT LEAVENWORTH, Kansas Territory

1. FORT LEAVENWORTH MO/D/C30 (C. 64, 70; D. 4).
Ten more covers with this marking, 3 on S2, 1 on 10c imperf, 3 on U10, 1 on S3, and 2 on S5 have been reported for a total of 23 covers, making this marking relatively common during this period.

FORT RILEY, Kansas Territory

1. Fort Riley KT date in manuscript. (C. 64, 70).
One cover used on S5 has been added for a total of four.
2. FORT RILEY KT /D(ms) /C36 (C. 64, 70; D. 6).
Another cover with this marking used on S5 has been reported for a total of five. The marking on this cover is worn and date reverts to ms, whereas the impressions on the S2 covers are sharp. Apparently the marker wore out in 1858, and the postmaster reverted to ms markings (1 above) until receipt of a new canceller in 1860.

FORT SCOTT, Kansas Territory

1. Fort Scott Mo Date in manuscript. (C. 64, 70).
An additional stampless cover with this marking has been reported for a total of three.
3. FORT SCOTT KT/D/C37 (C. 64, 70; D. 8).
Three additional covers with this marking have been reported, two on S2 and one on S5, for a total of ten.

FORT RIDGELY, Minnesota Territory

2. Fort Ridgely July 18/57 in manuscript
One cover with this marking on S2 has been reported.

FORT RIPLEY, Minnesota Territory

2. FORT RIPLEY MIN/D/C30.5 (C. 65; D. 11).
One additional stampless cover used to Canada, and dated July 26 1854, has been reported for a total of four.

FORT SNELLING, Minnesota Territory

1. FORT SNELLING—/D/C34 (C. 65; D. 12).
Three additional covers with this marking have been reported, one stampless, one used on U10, and one on S5 on a patriotic envelope, for a total of 8 covers.

JEFFERSON BARRACKS, Missouri

1. JEFFERSON BARRACKS MO/D/C29 (C. 65; D. 13).
A third cover with this marking used on 2 S1s has been reported.

FORT KEARNEY, Nebraska Territory

3. FORT KEARNEY NEBR/D/C32.5 (C. 65; D. 14).
Two additional covers, both used on S5 have been reported, for a total of four.

FORT LARAMIE, Nebraska Territory

2. FORT LARAMIE O.R./D/C30

Diagram #35

One cover with this famous marking has been reported used on S2, and is illustrated in Figure 15. In addition we have recorded five stampless covers used after July 1, 1851 (the earliest known usage—Ref. 23), and we are confident that there are several more. The question as to whether this marking means Oregon or Oregon Route (*Chronicle* 65:15) has been answered to our satisfaction by the marking, Fort Laramie Oregon Route, in manuscript on a stampless cover post-marked Fort Leavenworth, Mo.

1. FORT LARAMIE N.T. /D/C32

(C. 65, 70; D. 16).

Four additional covers with this marking have been reported, one stampless marked Official Business—FREE in blue, one on S3 in black, and two on S5: one in blue and one black; for a total of 16 covers. It appears that this marking was struck in blue prior to 1859, and in black thereafter (we would like to know of any exceptions).

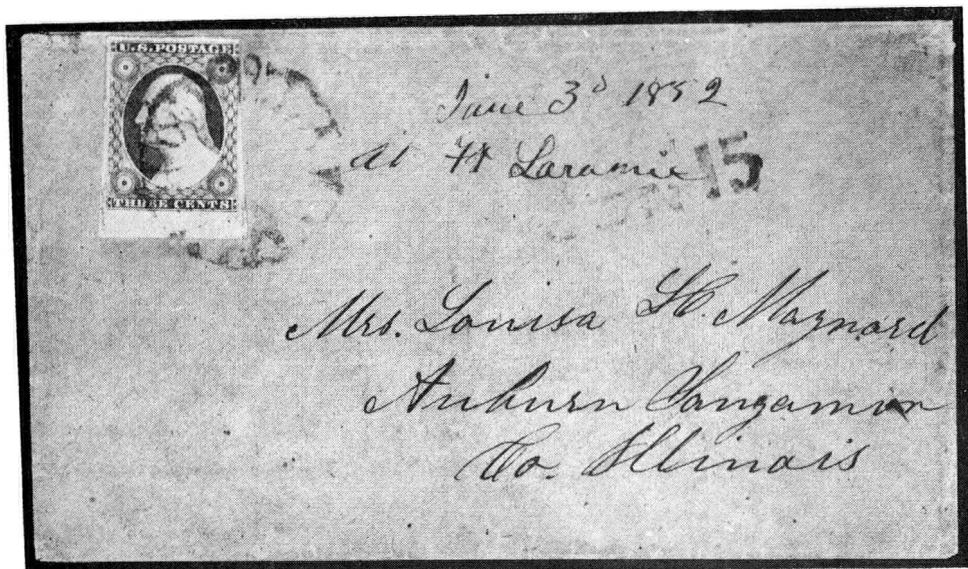


Figure 15

FORT LARAMIE O. R., the only known example used on an adhesive (S2), and newly reported in this issue. The straightline date stamp JUN 15 is also most unusual as dates were normally applied in manuscript.

FORT BUCHANAN, New Mexico Territory

1. FORT BUCHANAN N.M./D/C35

(C. 66; D. 17).

An additional cover on U10, marked FRANCO EN ALAMOS in red with red 3 on reverse, has been reported for a total of eight.

FORT CRAIG, New Mexico Territory

1. FORT CRAIG N.M./D (ms)/C32

(C. 66, 70; D. 18).

One additional cover with this marking on S5 has been reported for a total of five.

Mr. Chemi's article on Arizona Philately (Ref. 69), contains an interesting account of the camel trains across the desert between Fort Davis, Texas and Fort Tejon, California.

FORT BELKNAP, Texas

This post was established on June 24, 1851, on the Salt (Red) Fork of the Brazos River near the present day town of Swensen. The site was selected by Lt. Col. Wm. G. Belknap, 5th U. S. Infantry, for whom the fort was named. Its mission was to protect the emigrant and overland mail route from Fort Smith,

Ark., to Santa Fe. Abandoned in Feb. 23, 1859, because of lack of water, the fort was reoccupied by Confederate forces during the Civil War. It was reoccupied by U. S. forces in May 1867 and was finally abandoned in early 1868 following the establishment of Fort Griffin.

One marking is known.

1. Ft Belknap, Tex. date in manuscript.

Two covers have been reported, one stampless, and the other used with S5 is illustrated in Figure 16.

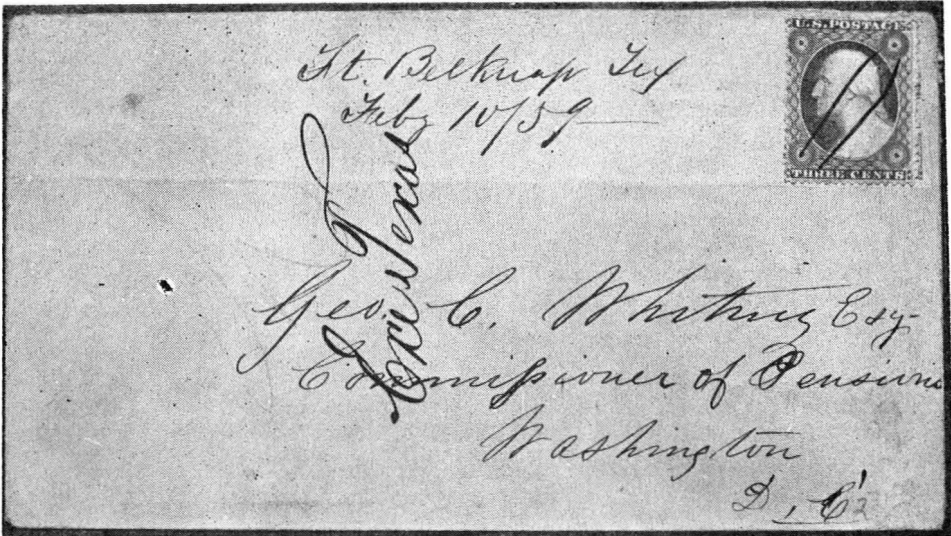


Figure 16.
One of the two reported examples from Fort Belknap, a stop on the Butterfield overland mail.

FORT CHADBOURNE, Texas

1. Ft Chadbourne, Tex date in manuscript.

(C. 67).

An additional cover used on U10 has been reported for a total of two.



Diagram 35.



Diagram 36.

FORT CLARK, Texas

2. FORT CLARK, TEX /D*/C33

Diagram #36

Two additional covers with this marking, one used on 3-S5s and the other on 2 S5s have been reported for a total of four.

*Inclusion of the year date in this marking in *Chronicle* 67:109 was an error.

FORT DAVIS, Texas

1. FORT DAVIS TEX /Dyr/C33.5 (C. 67; D. 24).

One additional cover used on a 3c star die has been reported for a total of four covers with this marking. This cover also has Fort Quitman Texas Mar-1861 in manuscript crossed out (apparently by the Fort Davis Postmaster).

CAMP HUDSON, Texas

1. Camp Hudson Texas date, in manuscript. (C. 67).
A third cover on S5 from the Bliss correspondence has been reported.

FORT INGE, Texas

This post was established by Capt. Sidney Burbank, 1st U. S. Infantry, on March 12, 1849, on the Leon River near the present day town of Uvalde. Named for Lt. Z. M. P. Inge, 2nd U. S. Dragoons, who was killed in the battle of Resaca de la Palma, Fort Inge's mission was to guard the Mexican border and protect the San Antonio—El Paso road. The post was garrisoned intermittently until March 19th, 1861, when it was evacuated by U. S. troops. It was occupied by Confederate troops during the Civil War and reoccupied by Federal troops in 1866. The post was finally abandoned on Feb. 28, 1869.

One marking is known:

1. Fort Inge Texas Nov 10 '53 in manuscript
One cover with this marking on U10 has been reported.

FORT LANCASTER, Texas

This post was established on Aug. 20, 1855, by Capt. S. D. Carpenter, 1st U. S. Infantry. It was located near the junction of Live Oak Creek and the Pecos River near the present day town of Sheffield. Originally named Camp Lancaster, it was designated a Fort in 1856. Its mission was to protect the San Antonio—El Paso Road. Evacuated on March 19, 1861, Fort Lancaster was not re-occupied by Federal troops.

One marking is known.

1. Fort Lancaster Tex 7 Feby '59 in manuscript.
One cover used on U9 (an albino) has been reported.

FORT QUITMAN, Texas

1. FORT QUITMAN TEXAS /D/C33 (C. 67; D. 25).

A second cover used on a 3c star die and marked Due 3c (in ms.) has been reported. The postmark on both covers is struck in blue.

Ref. 68, *The Utah Expedition*, is an interesting history of the Mormon "War" based largely on the letters of Capt J. A. Gove, whose correspondence and its covers have been discussed in *Chronicles* 64:143, 68:150 and 70:75.

FORT BRIDGER, Utah Territory

3. FORT BRIDGER U.T./D C32.5 (C. 68; D. 27).

Two additional covers used on S5 have been reported with this marking, for a total of six covers presently reported in philatelic hands (*Chronicle* 70:76). One of the above is struck in black brown and one of the two covers previously reported struck in red (*Chronicle* 68:152) is actually claret (we have not seen the other). The rest are struck in black.

FORT CHURCHILL, Utah Territory

1. Fort Churchill UT Aug 18, 1861 in manuscript. (C. 68).
A third cover with this marking, stampless, has been reported.

CAMP FLOYD, Utah Territory

1. Camp Floyd UT date in manuscript. (C. 68, 70).

One additional Porter cover used with S5 (previously reported in Dr. Chase notes) has been recorded for a total of seven covers presently reported in philatelic hands (*Chronicle* 70:76).

2. CAMP FLOYD U.T./D/PAID3/C35

(C. 68, 70; D. 28).

Three additional covers (including two Porter covers recorded by Dr. Chase) all used with S5 have been reported for a total of eight covers presently reported in philatelic hands.

CONCLUSION

This completes our study of Military of the 1851-1861 period, and we are quite confident that the great majority of these covers have now been recorded. We will however always be glad to hear of any new ones, and to publish additional information when it is received.

Mr. Floyd E. Risvold and your editor have discussed the possibility of compiling a book on the postal history of the Military Posts of the whole 19th century, of which the material in this series would be a part. We do wonder about the extent of serious interest in this field, however, and would very much like to know:

1. Those collectors with such material who would be willing to collaborate on such a project.

2. Those who would be interested in having such a work.

SAVANNAH, GA. "MAIL ROUTE" MARKINGS FOR "WAY" LETTERS

Mr. Arthur H. Bond, who has written previously on this subject in *Chronicles* 70 and 73, reports two additional covers, one of which is dated three years earlier than any other known Savannah MAIL ROUTE cover:

No. 12) Stampless letter datelined at Darien, Ga., 9 June 1846 bearing SAVANNAH *GEO* JUN 11 townmark, MAIL ROUTE and "10" in double circle in red. Although inscribed "Paid X53" in the sender's handwriting, this letter was forwarded to New York as unpaid at the regular rate of 10c for over 300 miles.

No. 13) Letter datelined "Tuskina" 29 Nov. 1851 with Scott #10 3c stamp. Black MAIL ROUTE and SAVANNAH, Ga./DEC/2/3 cancellation. Addressed to Columbus, Ga.

LAST CALL

The survey of known covers bearing a single 12c stamp (imperforate or perforated) with no other U. S. stamp on the cover will appear in the next issue of *The Chronicle*. If you have not yet sent Ye Ed a Xerox of such covers in your collection, now is the time to do so.

Old U.S. Covers Are My Specialty

Write for My Free Special Lists
The 1971 Revised

AMERICAN STAMPLESS COVER CATALOG

BIGGER - BETTER - COMPLETELY REVISED PRICING

Hard Cover, Postpaid\$10.00

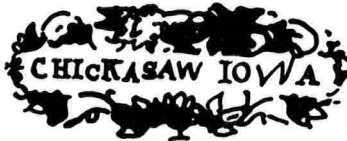
E. N. SAMPSON

BOX 592, BATH, N.Y. 14810

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>Iowa</i> CHICKASAW IOWA. Fancy sl-18x45. | Nesbitt | Ezra Cole |
| 2 | A-2 | <i>Massachusetts</i> STONEHAM MIDDLESEX CO. MASS./ D yr./Dbl. C. K4-24 | S5 | D. T. Beals III |
| 3 | A-2 | <i>Pennsylvania</i> FLORENCE PA./D(ms)/Rimless C. K7-28 | S5 | D. L. Jarrett |
| 4 | A-2 | <i>Texas</i> SAN JACINTO TxS. K1-25 | Nesbitt | T. J. Alexander |
| 5 | A-13 | <i>Connecticut</i> West Haven Ct. - Patent. | S2 | D. T. Beals III |
| 6 | A-13 | <i>Illinois</i> Geneva Ill. L24-20 | S5 | T. J. Alexander |
| 7 | A-13 | <i>Maine</i> Farmingdale Me. L7-18 | S2 | T. J. Alexander |
| 8 | A-13 | <i>New York</i> Lyons N. Y. L7-11 | S5 | T. J. Alexander |
| 9 | A-27a | <i>Massachusetts</i> FORWARDED sl-40x4, and Due 9 cents sl-36x4 of Boston, Mass. | 3-S5's | T. J. Alexander |



May 7

1.



2.



3.



June 6

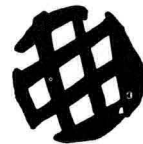
4.



5.



6.



7.



← 8.

**FORWARDED
Due 9 cents**

9.

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

A FEW INTERESTING DEMONETIZATION COVERS

WILLIAM K. HERZOG

The subject of demonetization is thoroughly covered in *Chronicles* No. 46 and 48. Our readers should be reasonably familiar with the basic details of demonetization. Consequently, without retelling the complete story of that process, it is intended to illustrate and describe some interesting covers from my collection that pertain to demonetization. Some of these covers were not originally listed in *Chronicle* No. 46 or 48.

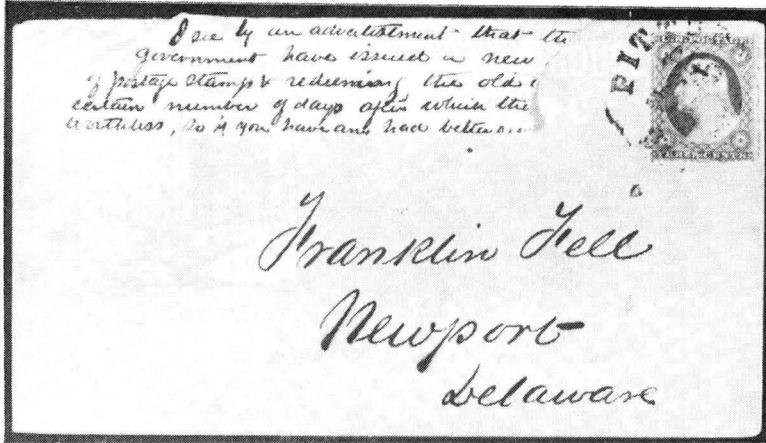


Figure 1.

The cover in Figure 1 was franked by an old design 3 cent stamp. The stamp was cancelled by a Pittsburg, Pa. postmark of August 21. This was a proper use of an old stamp during Pittsburgh's local exchange period of August 19-25, 1861.¹ However, what really makes this cover unusual, and verifies the 1861 year of use, is a note on the back flap that was written in the same hand as the address. This note states, "I see by an advertisement that the government have issued a new—of postage stamp and redeeming the old—certain number of days after which they—worthless, so if you have any had better switch—." This cover did not appear in the *Chronicle* listings.

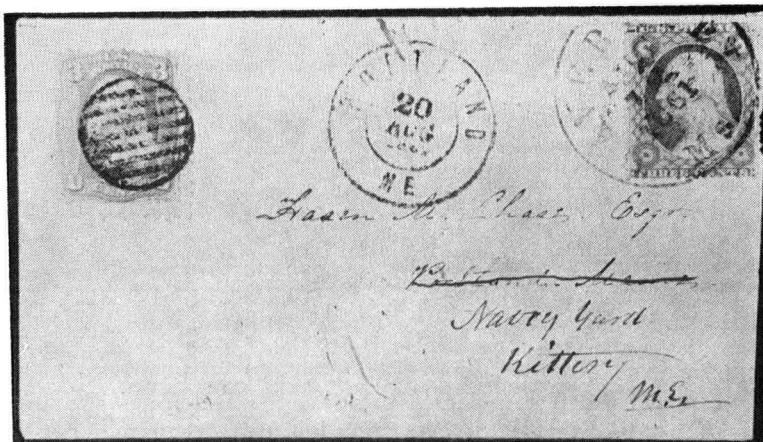


Figure 2.

Figure 2 illustrates an example of a forwarded cover that was franked by both issues. The old design 3 cent stamp paid letter postage from Haverhill, Mass., on August 18, 1861, to Portland, Me. It is reasonable to assume that the new stamps were not available at Haverhill on the 18th, since many big cities didn't advertise them until the 19th. The cover was forwarded from Portland to Kittery, Me., on August 20, 1861. A new design 3 cent stamp of rose pink shade paid the forwarding charge.

Figure 3.



Figure 3 is another forwarded cover that was franked by both issues. A new design 3 cent stamp of pinkish rose shade paid letter postage from Philadelphia, Pa., on August 20, 1861, to Alton, Ill. Philadelphia's local exchange period was August 19-25, 1861.² The cover was forwarded from Alton to Staunton, Ill., on August 26, 1861. An old design 3 cent stamp paid the forwarding charge. This cover was listed on p. 23 of *Chronicle* No. 46, where Alton, Ill. was incorrectly listed as Alton, Ala.

Figure 4.



Figure 4 illustrates a cover that was franked by an old design 1 cent stamp, and two new design 1 cent stamps. These stamps paid letter postage from Hartford, Conn., on August 22, 1861, to Suffield, Conn. Since Hartford's local exchange period was August 19-25, 1861, this combination use was permissible.³



Figure 5.

The cover in Figure 5 was mailed at Hartford, less than a month after the previous cover. An old design 3 cent stamp was not accepted as valid. When a new design 3 cent stamp was provided, it was placed over the old stamp (the new design stamp has been lifted and hinged below the old stamp for viewing purposes). The cover was then mailed to Watertown, Conn., on September 20, 1861.

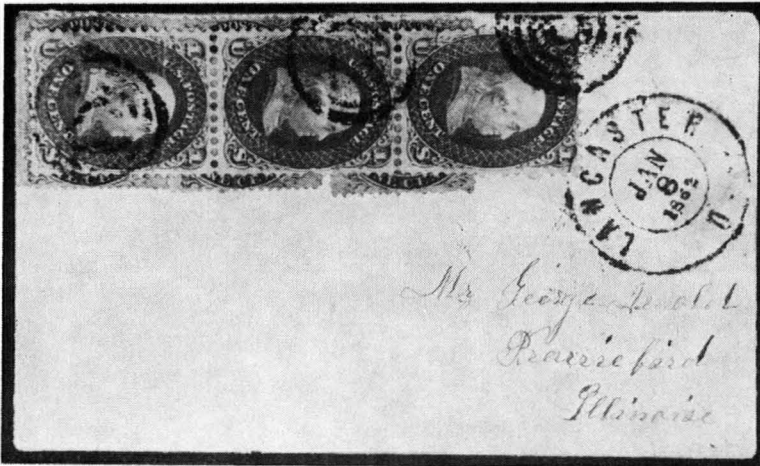


Figure 6.

Figure 6 presents an interesting contrast to Figure 4. Three old design stamps were held for postage at Lancaster, Ohio. When three new design 1 cent stamps were provided, they were placed over the old stamps. The cover was then mailed to destination on January 8, 1862. This cover was not listed in *Chronicles* No. 46 or 48.

POSTAL HISTORY MATERIAL

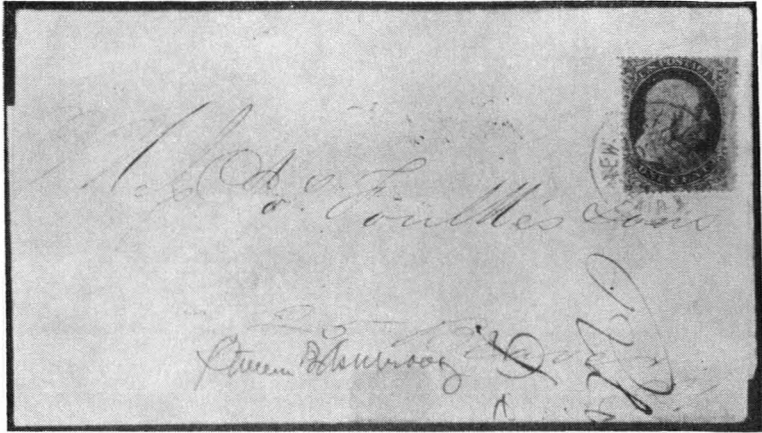
We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Territorials and Westerns, and we are strong in Hawaii. We do not stock United States stamps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

NEW ENGLAND STAMP CO.

45 Bromfield St.

Boston, Mass. 02108

Figure 7.



All known old design stamps used at New York City during the last months of 1861 were accepted as valid.⁴ Per *Chronicle* No. 46, December 16 was the latest recorded date of an old stamp used at New York City accepted as valid during 1861. The cover in Figure 7 is another late use in 1861. It is an unsealed circular with printed date of December 10, 1861, on the inside. Postage was paid by an old design 1 cent stamp that was cancelled by a red New York City carrier cancel of December 11, (1861).

Figure 8.



Previously, the earliest recorded date of an old stamp actually demonetized at New York City was July 19, 1862.⁵ The cover in Figure 8 was franked by an old design 3 cent stamp that was demonetized at New York City on May 9, 1862. This cover was backstamped, "NEW YORK, MAY 9" and "HELD FOR POSTAGE." After a new stamp was provided, both stamps were cancelled by May 16 duplex-target cancels. The 1862 year of use is verified by an enclosed letter datelined May 8, 1862.

February 22, 1862 is the earliest date of demonetization at New York City which I now record. The cover is illustrated on p. 106 of the *Stamp Specialist, India Book*. The markings match those on the cover of May 9 date.

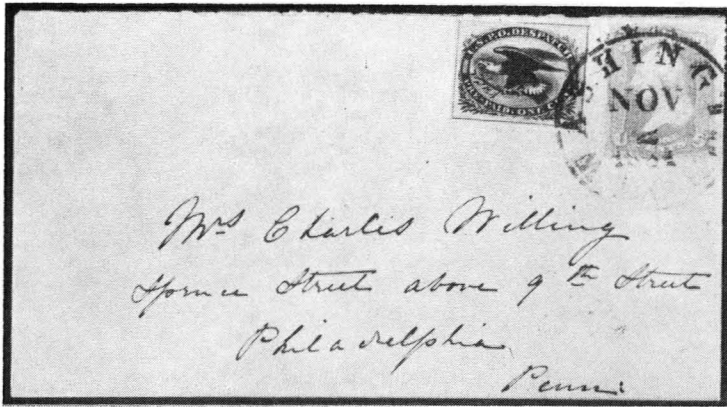


Figure 9.

The cover in Figure 9 was franked by an "Eagle" carrier stamp, and a 3 cent stamp of rose pink shade. The stamps were cancelled by a Washington, D. C., November 2, 1861, postmark. The 1851 carrier stamps fell into disuse as the regular 1 cent stamps were more conveniently used to pay the carrier fee, especially as late as 1861. Furthermore, the "Eagle" was one of the pre-1861 stamps scheduled for demonetization.⁶ Taking these circumstances into consideration, the combination use of the "Eagle" with any 1861 design stamp must be rare.

Footnotes

- 1 Elliott Perry, *Pat Paragraphs* (March, 1944), No. 46, p. 1502.
- 2 *Ibid.* (April, 1934), No. 19, p. 458.
- 3 *Ibid.* (March, 1936), No. 25, p. 640.
- 4 Henry A. Meyer, *The Chronicle of the U. S. Classic Postal Issues* (December, 1963), No. 46, p. 21.
- 5 *Ibid.*
- 6 *Ibid.*, p. 18.

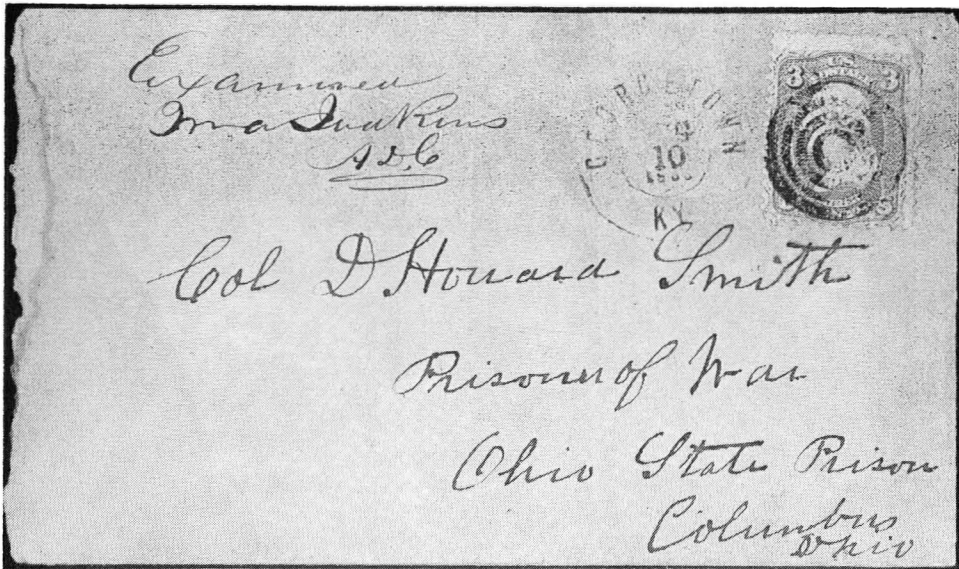
A COVER TO A MORGAN RAIDER CONFINED IN OHIO PENITENTIARY

EDWARD S. GREENWALD, M.D.

After reading the two part article by Brugh and Graham in the March and April *American Philatelist* about covers which were sent by officers of Morgan's Men from the Ohio Penitentiary, I was prompted to write up a cover received by one of these officers, Colonel D. Howard Smith, while a prisoner at the Penitentiary.

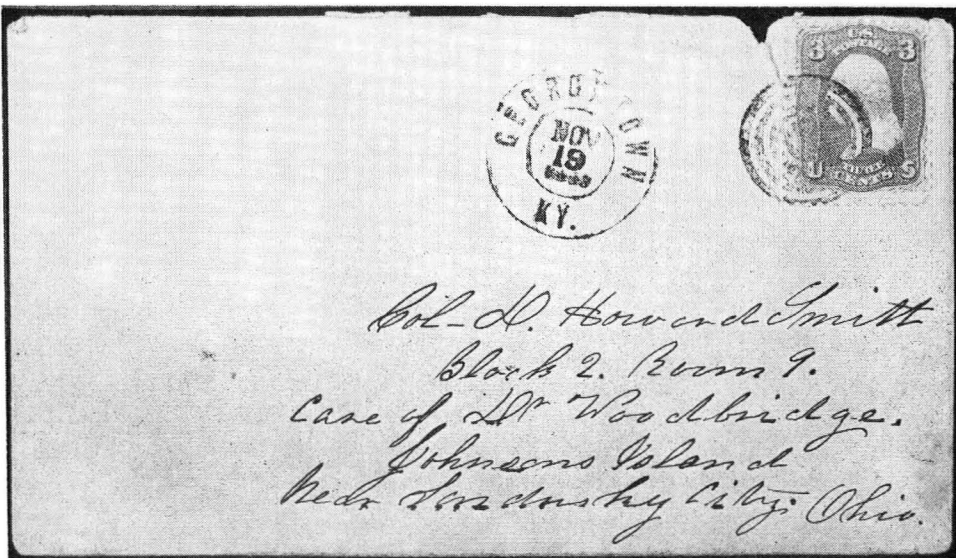
Mustered into the Confederate service on September 2, 1862, in the 5th Regiment, Kentucky Cavalry, Buford's Brigade, Wheeler's Corps, Col. Smith was captured at Buffington Island on July 19, 1863. The National Archives records indicate that he "joined" Cincinnati, Ohio, July 28, 1863, and was sent to Columbus, Ohio, the site of the Ohio Penitentiary, by order of General Burnside August 1, 1863. Although the National Archives do not indicate when he arrived at Ohio Penitentiary, his name appears on an undated roll of prisoners of war from General Morgan's command at Ohio Penitentiary. On August 21, 1863, he was transferred from Camp Chase to Johnson's Island prison, and was exchanged on March 4, 1864, after being paroled at Point Lookout, Maryland, March 3, 1864.

There are two covers illustrated here. The first has a Georgetown, Kentucky, August 10, 1863 c.d.s. and is addressed to Col. Smith at Ohio State Prison. The manuscript marking "Examined Wm A Judkins, ADC." illustrated in the April 1973 *American Philatelist* article is on the upper left hand corner of the cover. The second cover is addressed to Col. Smith at Johnson's Island, and has a Georgetown Nov. 19, 1863 c.d.s.



Addressed to Col. D. Howard Smith, Morgan raider in Ohio Penitentiary, Aug. 1863. Letter marked as "Examined" by Lt. William A. Judkins, Aide-de-camp to General Mason, then commanding at Columbus. From Georgetown, Ky., Aug. 10, 1863.

Richard Graham was kind enough to send me the following anecdote from General Duke's book concerning Col. Smith: . . . "Colonel Smith had a magnificent beard sweeping down to his waist, patriarchal in all save color—it gave him a leonine aspect that might have awed even a barber. He was placed in the chair, and in less times, perhaps, than Absalom staid on his mule after his hair brought him to grief, he was reduced to ordinary humanity. He felt his loss keenly. I ventured to compliment him on features which I had never seen till then, and he answered, with asperity, that it was 'no jesting matter.'"



Addressed to Col. Smith at Johnson's Island, off Sandusky, Ohio. From Georgetown, Ky., Nov. 19, 1863.

Editorial Note

Just why Col. Smith was transferred to Johnson's Island, and then exchanged, is an uncertain but interesting question. The remainder of the prisoners of the Morgan command, aside from those who escaped, and a few other exceptions, remained in Ohio Penitentiary until the spring of 1864, and were then transferred to Fort Delaware. In addition, there was a pronounced policy at the time not to exchange on a mass basis, insofar as the North was concerned. There were two reasons for this: the feeling that the vastly greater manpower resources would thus be more meaningful, and also because the two sides had reached a point of a strong disagreement concerning whether equivalent numbers of men had been declared exchanged, this mostly stemming from the capture of Vicksburg when Grant paroled a large number of Confederate troops.

Consequently, by the end of the summer of 1863, the North claimed that the South had not released an equivalent number of men for those paroled at Vicksburg, whom, nonetheless, the South had declared exchanged and available for active duty. From then until the end of the war, the North seldom made any exchanges except for special reasons, such as to exchange officers with political nuances present.

Smith's transfer and early parole may have been one of these. In the diary of Morgan's younger brother, Charlton Morgan, there is an entry stating that Col. D. Howard Smith was paroled because of his being a former friend of General Ambrose Burnside, when both lived in Chicago before the war. Burnside was commanding the Military district (from Cincinnati) in which Ohio was included, during the summer of 1863. To identify Burnside further, he was a moderately successful general while commanding the Union 9th Corps during various phases of the war, but was in command of the Army of the Potomac when that army incurred a monumental defeat at Fredericksburg in late 1862. However, his main claim to fame was the wearing of the type of side whiskers which were eventually named after him by "boxing" his name into "sideburns."

In any case, Smith was paroled, and was soon handling troops in the field, having been declared exchanged by the Confederate authorities. To conclude the story, in a letter to higher authority from the commanding officer at Fort Monroe in March of 1864, General Benjamin Butler, there is a statement that Smith had just been exchanged for one Col. D. F. Dulaney of the (Federal) 5th Virginia Militia. Butler went on to comment. . . . "Can there be any possible objection to my declaration of exchange? All the equivalents are serving in the Confederate army against us. . . ."²

Footnotes

¹ Duke, Gen. Basil W., *A History of Morgan's Cavalry*, Indiana University reprint, Indiana University Press, Bloomington, Indiana, 1960.

² *Official Records of the Union and Confederate Armies*, Series II, Vol. 6, p. 1015, Government Printing Office, Washington, 1899.

SHIP ISLAND, MISSISSIPPI, 1861-62 RICHARD B. GRAHAM

(Continued from *Chronicle* No. 78, page 104)

Even with a few clerks to help, the volume of mail must have been very difficult to handle, with all markings in manuscript, and Parker took steps. He ordered a handstamp from the North, and he made, to use until the instrument ordered arrived, a straight line marking instrument. This was probably set from newspaper type taken from the case with which a small newspaper, orders, etc., were printed on the Island. The "Ship Island/Miss." in two lines, with a manuscript date, has become well known and popular. The earliest use of this marking recorded by the writer is March 27, and Figure 4 shows a use of Mar. 29, both uses being 1862, of course. It should be noted that the cover of Figure 4, although from the Massachusetts 26th

regiment, does not bear the Col. Jones handstamp. Instead, it bears the certifying signature of Chaplain Charles Babbidge of that regiment. A change of regulations shortly before this time permitted chaplains and surgeons as well as field officers to certify letters, and it seems logical that this would quickly become part of the chaplains' duties.

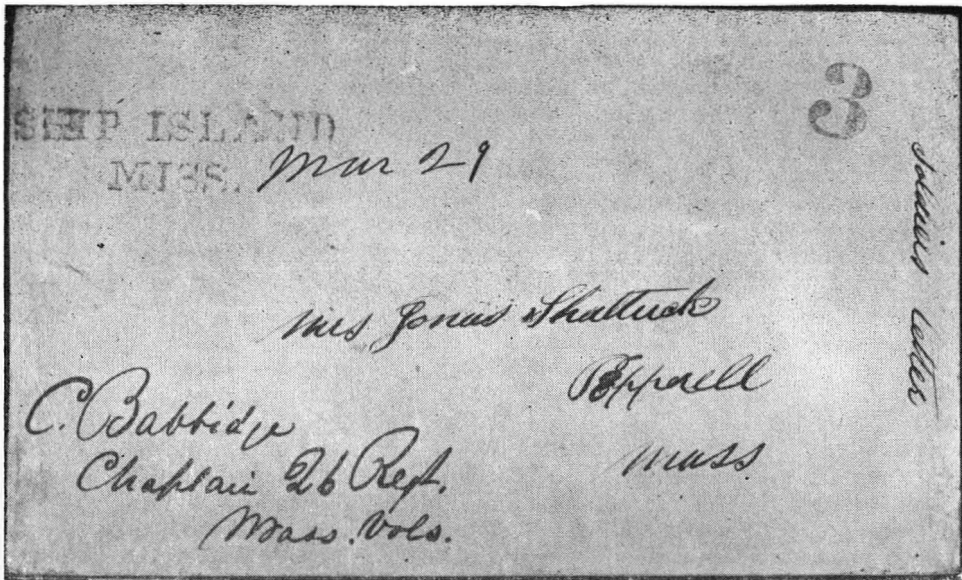


Figure 4. An early use of the Ship Island straight line marking, March 29 (1862).

Figure 5 shows an interesting cover, and the enclosure makes it more so, being a letter from Lt. Col. T. Scott Clark of the 6th Michigan—whose portrait also appears as a part of the patriotic design of the cover! A similar design, much better known, shows Col. Curtenius of the same regiment. We can only speculate as to how often Civil War patriotic covers bore the portrait of the person sending the letter.



Figure 5. Patriotic cover showing portrait of Lt. Col. T. Scott Clark, of 6th Michigan Volunteers. Cover is addressed to Clark's wife, and enclosed letter, written by Clark, tells of military life on Ship Island. Bears Ship Island straight line marking of April 4 (1862).

The greatest frequency of use of the straight line marking was during the first half of April 1862, since most of the troops went aboard transports about mid-April. Later April dates are known, used on letters from the troops on the Island, although we have seen no dates from early May. We consider this period of Ship Island postal history to have ended when postmaster Parker left Ship Island for New Orleans, and—nice coincidence—this was on about April 30, 1862, when he had just received a new “Ship Island” mark. The earliest date of use which we have recorded for this new marking, a round “balloon” type, is April 30 (1862) and this cover is shown in Figure 6. The next day, Parker was with Butler when the latter landed at New Orleans. Butler promptly ordered Parker to take charge of the New Orleans post office, which had been left in a horrid mess by the mob which had raided and looted it a few days earlier.



Figure 6. Earliest reported use of the Ship Island balloon marking, April 30, 1862.

Butler’s directions placed Parker in a rather abnormal position with regard to his Federal appointment to be postmaster of Ship Island. There was no doubt of his duty to take charge of the New Orleans post office and clean up the mess. However, legally, Butler could not appoint Parker to be New Orleans postmaster. In addition, a huge pile of partially rifled Confederate mail, including some which had arrived by blockade runner but had never been distributed, was in the New Orleans office, and Butler required this to be examined. (Butler took full advantage of the information derived thus, in ensuing weeks). Parker also had on his hands the accumulation of letters written by the troops aboard the transports to process; and they had had but little else to do during that time, and had much to write about. While this is speculation, as, to a degree, is Parker’s solution to the problem, a great deal of evidence exists in both the official records and in surviving letters, so little if any doubt can exist as to what happened, and only slightly more question exists as to exactly when.

Parker apparently secured the services of several clerks to process the accumulated soldier’s mails directed north. Figure 7 shows a cover (with letter heading) from an officer aboard the transport *North America*, and the cover is *manuscript* marked “Ship Island/Mis.(?), May 5,” and is rated up with a handstamped “3” of a slightly larger size than was used with earlier Ship

Island markings. We have seen a good many other covers with such manuscript markings, each usually in a different holograph either from one another or the earlier covers from the Island. In the writer's collection are covers bearing the balloon marking, with dates of May 1, May 2 and May 3. We have seen no other uses of the balloon marking between May 3 and May 12, the latter being on a cover from a member of the 30th Massachusetts. The cover with the balloon marking dated May 1 is addressed to Vermont, but not otherwise identifiable as to unit of origin. The May 2 cover has the printed corner card of the 8th New Hampshire, and the May 3 cover bears a soldier's letter certification of the chaplain of the 14th Maine. Of these units, both the 8th New Hampshire and the 14th Maine were still on Ship Island at the time the letters were mailed, and the only two Vermont regiments involved, the 7th and 8th, were also still at Ship Island at that time. Only the 30th Massachusetts, the source of the May 12 cover, was among the units moved to New Orleans prior to May 5th.

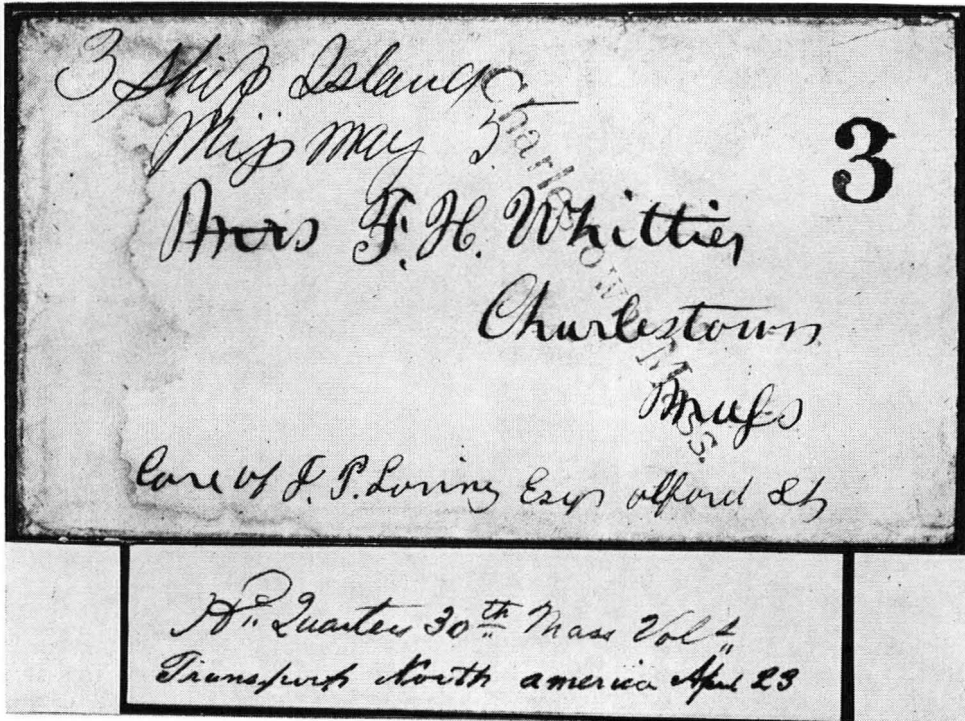


Figure 7. Cover from aboard the transport "North America," from a member of the 30th Massachusetts Volunteers, waiting out the attack on the forts. Bears manuscript Ship Island marking of May 5, 1862, undoubtedly applied at New Orleans. The straight line Charlestown, Mass. marking (struck in red) is a receiving marking that office applied to incoming unpaid covers.

Most of the covers which bear the Ship Island balloon marking, as recorded by the writer, are dated between May 20 and May 29, and are from regiments known to have left Ship Island prior to the dates of use. Some are from regiments known to have been at New Orleans at the time; others are from units far up the Mississippi at Baton Rouge, only a few days later.

The obvious conclusion here is that Parker, who could not legally consider himself to be New Orleans postmaster in spite of his obvious duty to take charge of it as Federal property, simply transferred his Ship Island post office to New Orleans, or established a branch, as it were. Whether he was ordered to take over as New Orleans postmaster by Butler is not important; it was his duty to do so, and he avoided legal complications and, in fact, was actually following the provisions of the P. L. & R. by so doing.

It is also obvious that Parker, quickly finding that New Orleans handled the bulk of his outgoing mail, soon brought his Ship Island balloon handstamp to New Orleans.

The cover shown in Figure 7, alluded to above, quite possibly demonstrates the timing of Parker's decision to consider his operations at New Orleans as a part of his Ship Island duties. The contents of the letter show it to have been written by an officer of the 30th Massachusetts on April 23, 1862. At that time, the regiment was aboard the transport *North America*, anchored in the Mississippi below the forts before their passage by the navy. Yet the letter was not postmarked until May 5, nearly two weeks after being written, and then the postmark is in manuscript. It is also established that the 30th Massachusetts landed at New Orleans on May 1, 1862, but soon went on up to near Baton Rouge. The writer has seen several other similar manuscript May 5 Ship Island postmarks on soldier's letters from other units of the early group to land at New Orleans. It is this writer's opinion that these letters were brought ashore at New Orleans, and that Parker started processing them, to send a mail north, on May 5, and that this work was done in the New Orleans post office, in spite of the "Ship Island" marking. The manuscript marking was applied only because the new balloon handstamp was not yet available.

We believe that Parker had started to use the Ship Island balloon at New Orleans by May 12, and it is entirely possible that dates between May 5 and May 12 exist. On May 14, Parker officially opened the New Orleans post office to civilian use (as announced in the *Picayune*) and he also started to deliver the portions of the accumulated (Confederate) foreign mails as were directed to those willing to take the oath of allegiance or who were citizens of other countries. In this connection, however, this writer has seen no covers from this period which are unquestionably not military in origin.



Figure 8. Cover from the 8th New Hampshire regiment, with straight line marking of May 19 (1862), probably applied at Ship Island.

When the round balloon marking was sent to New Orleans, use of the straight line marking was evidently resumed at Ship Island. Figure 8 shows a cover with an 8th New Hampshire corner card and the straight line marking with a date of May 19. The 8th New Hampshire has been the most difficult of all the Ship Island regiments to trace. It seems certain that at least part of the regiment was assigned to Forts Wood and Pike as early as May 5, but it is also possible that part remained on Ship Island for some time. In any case, the 8th New Hampshire was not in the New Orleans area until in July

or August. Since we have recorded no uses of the straight line marking during the first two weeks of May, then this is evidently another segment of the story.



Figure 9. Earliest reported use, June 2, 1862, of the Federal Civil War New Orleans town datestamp. Cover forwarded from Presque Isle to Galand, Maine, after arrival in Maine.

When the news of the capture of New Orleans reached the north, the Post Office Department promptly sent down, as a special agent, Robert K. Scott, Principal Clerk of the Inspection Office of the Post Office Department. Scott brought with him a supply of stamps, and probably a new New Orleans town datestamp. He arrived about June 1, 1862, it is believed, since the New



Figure 10. Cover with "U. S. Ship/3 Cts." marking, from member of 26th Massachusetts, then with company of that regiment garrisoning Quarantine Station, below New Orleans, on the Mississippi.

Orleans townmark was in service by June 2, 1862, as may be noted from the cover of Figure 9. Scott wrote to the Department a few days later, stating that he had appointed Parker to head up the New Orleans post office as Chief Clerk. About a year later, Parker was appointed to be New Orleans postmaster, in which job he remained for several years, serving a second stint long after the war was over. Parker's appointment required that a new postmaster be appointed for Ship Island, and Rev. C. E. (or C. S. P) Blake, probably chaplain of the 13th Maine, was appointed to be Ship Island postmaster, effective July 5, 1862. As the office was discontinued on Aug. 13, 1862, very few covers from this period should exist. The latest Ship Island marking seen by the writer is on a cover addressed to Mrs. C. S. Blake, at Bangor, Maine, with the *round* marking dated June 11 (1862). So, the final portion of the Ship Island story is that Parker evidently returned the balloon instrument of Ship Island to Ship Island, for use there so that the straight line instrument could be retired.

Many covers exist from the troops at Ship Island, both before and after some of the units had left the Island, with markings of what are probably route agents. Figure 10 shows an interesting example of this group, which has been mentioned in the *Chronicle* before (see *Chronicle* No. 74, pp. 78-9). Sent by a member of the 26th Massachusetts, and bearing Chaplain Babbidge's soldier's letter certification, the letter was written at the Quarantine Station located between Head of Passes of the Mississippi River, and New Orleans, and is datelined in June of 1862. The cover bears a rather minimal strike of the U. S. *Ship/ 3 Cts* marking, which may have been applied by one of the route agents aboard army or navy despatch steamers.

The Period Editor would much appreciate extensions of any of the dates of use of the various periods of this complex story, which describes the Ship Islands-New Orleans postal history sequence of 1861-2. We would particularly like to learn of any balloon marking dates between May 4 and May 12, and also dates of this marking after May 29. Dates of the straight line marking between April 30 and May 12 would also be of much interest, as would any of the late dates from Ship Island.

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor

PROBLEMS OF CONTINENTAL SECRET MARKS

If you are one of the thousands of collectors who still are hoping to fill the space provided in a printed album for the 24c Continental stamp, here is bad news for you:

It seems almost certain that Continental Bank Note Company never manufactured any 24c stamps from a plate containing secret marks, nor even made such a plate. To be sure, it did indeed add a secret mark to the 24c, 30c and 90c dies previously engraved by National Bank Note Company. From these modified dies Continental struck proofs which still exist, but apparently never made new plates from the secret mark dies of the high denominations. At a guess, Continental finessed that extra expense because so few of the high value stamps were required. And because the papers and inks used in producing the 24c Bank Notes have thus far successfully resisted the efforts of philatelic researchers to distinguish the one company's product from the other's, it seems reasonable to predict that the mystery of the Continental 24c may never be solved.

That 100-year-old puzzle developed because in 1873 the National Bank Note Company lost to the Continental Bank Note Company the contract for printing United States stamps. National turned over to Continental all dies, rolls, and plates. Thereupon, presumably to distinguish its products from the stamps made by National, Continental added to most—but apparently not to all—of the dies the marks or retouch lines which philately ever since has called “secret marks.”

The die proofs which Continental then struck from retouched dies show the secret marks. Early writers, including John Luff, accordingly assumed that Continental made new plates of all eleven denominations from the retouched dies and used these new plates to print all Continental stamps. Accepting this conjecture, the experts proceeded to assume that Continental stamps of all eleven denominations must show secret marks.

That belief still is widely held, even though later research has established beyond all doubt that it is in error. Now recognized as most probable is that Continental used the retouched dies to make at least six of the seven denominations from 1c through 12c, made a new plate for the 15c and the 2c from the old National dies without recutting except possibly strengthening the left scroll line in the 2c die, as discussed hereafter, and continued using the National plates unchanged for printing the 24c, 30c, and 90c denominations. And as will be seen further along in this article, the precise origin of the 2c Continental remains something of a puzzle.

Lester Brookman in *The United States Postage Stamps of the 19th Century* refers to a letter dated July 29, 1872, from the National Bank Note Company to the Post Office Department stating that all dies, rolls and plates are only delivered cancelled when leaving custody of the company. Evidence of such cancellation has never been discovered, however, either on the dies from which Continental made its new plates or on those National plates which Continental continued in active production.

It is from Continental's use of the unmodified National 24c plate that the principal mystery arises. Despite continuous research and effort no one yet has been able to distinguish a 24c National from a 24c Continental. Some students claim the 24c Continental is a deeper shade of purple, but no convincing evidence to support that theory has been advanced. Deep purple copies are known on covers postally dated while National still held the printing contract.

Other students have approached the problem through studying the types of paper used. Continental printed stamps on vertical ribbed paper, horizontal ribbed paper, double paper, and a hard paper with short silk fibres. Copies of

the 24c on other types of paper used only by National are relatively plentiful, but no 24c has as yet been found printed on any of the Continental papers except the silk fibre type. That kind of paper unfortunately was used by both National and Continental, more extensively by National.

Back in the 1930's Y. Souren, a New York dealer not notably given to understatement, publicly claimed that his extensive philatelic laboratory had found a sure-fire way to tell the 24c Continental from the National 24c. Souren died before making his process known to others, though at the time he was generally believed to have expertized and sold a few copies of what he termed Continentals.

The Post Office Department records indicate that Continental delivered only one run of 24c. That run was shipped during the first six months of 1875, and consisted of only 365,000 stamps. Ten years later, in 1885, the Post Office Department destroyed remainders of the 24c totalling 364,950 stamps. If all of the 24c then destroyed came from the Continental printing, this would leave exactly 50 copies that might have survived beyond 1885. A discrepancy of only 50 stamps could easily be accounted for by a miscount so perhaps no Continentals were ever used. So much for the Continental 24c.

Do you still want to fill the Continental 24c space in your album? If so, may we suggest that your best bet is to get a deep purple copy on hard paper with short silk fibres? Then, even if you cannot prove that it is the Continental, nobody else can prove that it isn't.

Any further information or theories about the mysterious Continental 24c will be welcomed for possible future comment in this department.

Now let us turn our attention to the other denominations for which Continental kept the unmodified National plates in active production. The 30c and 90c present no problems of differentiation. Most of them can be readily distinguished from the National 30c and 90c by their color. The National 30c is black or full black. The Continental 30c is gray or greenish-black. The 90c National is carmine or deep carmine. The Continental 90c is rose carmine.

The 15c, however, cannot be dealt with so simply. After the 24c, the 15c is the biggest problem among the Continentals. Here again color is the best way to distinguish Tweedle Dum from Tweedle Dee. The Continental printings are a pale or yellowish orange, the Nationals are a bright or deep orange. How great it will be when color plates can be used to illustrate differences in color!

It is worth comment that, with the exception of the 12c, all of the National printings are of much darker, deeper, and more positive colors than their Continental counterparts. Brookman speculated that this may have been caused primarily by printing on dry rather than dampened paper, and that the difference may have been accentuated during 1873-1877 by use of steam roller presses instead of hand presses. Also, many of the Continental products as contrasted with National seem to come from well worn plates. Plate wear will be discussed a little further along in this article. Meanwhile we return to the 15c Continental.

Much has been written about the "secret mark" on the 15c Continental. The Scott catalog and others describe this as a V in the upper left triangle, but no die proof showing this marking has ever come to light. Conceivably Continental could have retouched the National transfer roll to add the secret mark, and then could have used this roll to make the new Continental plate, No. 31. That surmise seems unlikely, however, as the standard practice would have been to retouch the die and make a new transfer roll from it.

Study of 15c Continentals identified by color or on ribbed paper (which only Continental used) fails to indicate a constant V mark in the upper left triangle. Hence it may be concluded that the V is not a secret mark at all, but rather that it resulted from plate wear accentuating the deeper lines of the triangles. The idea has also been advanced by some students that small etched triangles in the lower left corner of the 15c Continental are the real secret mark. Stephen G. Rich in a letter dated July 7, 1958, to a fellow collector commented on the fact that those triangles vary greatly in size and shape. He pointed out that until about 1885 the Bank Note companies did not harden their plates, in-

stead maintained the plates by re-entering as needed. Rich argues that the variations in the lower left triangle of the 15c Continental were due to re-entries, which printed exclusively large and overlapped abnormally immediately after a fresh re-entry. This printing peculiarity, he reasoned, would vanish as the plate wore.

In any event the 15c Continental can best be distinguished from the 15c National by color and by the evidences of plate wear on later printings. Brookman devotes pages 269-281 of his book (Vol. II) to the 15c Continental and provides considerable information beyond that touched upon in this article.

The 2c Continental can be distinguished most easily by its brown color; the 2c National is red-brown. The secret mark of the 2c Continental—if indeed it can be classified as a secret mark—is the joining of the lines under the scroll at the left of U. S., where the frame line of the U. S. Postage label and the scroll come together. In the National 2c the lines do not join.

Rather than call this feature a secret mark, it might better be described as a mere strengthening of the design which constitutes an unintentional distinguishing mark. Also it could have resulted from a better transfer of the die to the plate. It seems improbable that Continental would make such a minor alteration to identify its printings of the 2c while adding to all other Continental low values from 1c through 12c the much bolder secret marks that can be easily identified by the naked eye. Perhaps Continental felt that the brown color of its 2c was sufficient to distinguish it from the red-brown 2c National.

I suspect that the positions expressed on the 2c and 15c Continentals will stimulate some dissenting views, and hope it will provoke discussion pro and con. Readers' comments and observations will be welcomed to stimulate further study of the Continental secret marks.

The secret marks on the 1c, 3c, 6c, 7c, 10c and 12c Continental pose no real problem of identification and are well-described in catalogues and various texts. However, on the 1c Continental the small crescent in the pearl left of the numeral 1 varies considerably in size and clarity but generally any evidence of color in the pearl is assumed to be a Continental printing. Also on the 3c Continental the shading under the upper tail of the left ribbon is sometimes difficult to distinguish particularly on heavily inked or smudged copies. However, using clear examples of the National 3c and Continental 3c as models can be most helpful for identifying and sorting. Generally when in doubt it is the Continental printing.

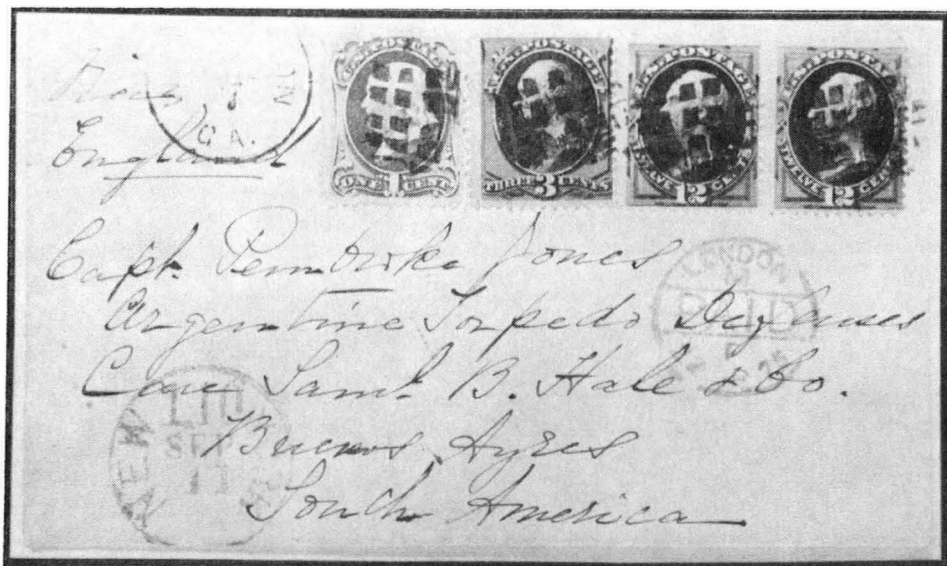


Figure 1.

Cover dated September 7, 1875, from Washington, Georgia, to Buenos Ayres, South America, via New York and London.

Several Continental Covers

Covers franked with the higher denominations of Continental stamps are in my experience harder to find than corresponding values of Nationals, even though catalog quotations do not always bear out this observation. Probably the scarcity of Continental high values on covers traces back to the effective date of the Universal Postal Union 5c rate, which was adopted among most of the major commercial nations barely two years after the Continentals were issued in 1873.

Figure 1 shows an interesting example of a high rate Continental cover dated September 7, 1875, used to Argentina which was not a member nation, at that time, of the Universal Postal Union. The U. P. U. rates became effective between original member countries on July 1, 1875. It is from the well-known correspondence to Captain Pembroke Jones, U. S. Navy. Its 1c, 3c, and pair of 12c Continentals paid the single letter rate of 28c to Argentina by British Mail via New York. The 1.10 marking in the New York postmark signifies credit to Great Britain of 1 franc and 10 centimes, about 22c, for its rate from Britain to Argentina. The other 6c in stamps consists of 3c paying U. S. Domestic letter postage from Washington, Georgia (or anywhere else in the United States) to New York, and approximately 3c for Sea Post from the U. S. to Britain.

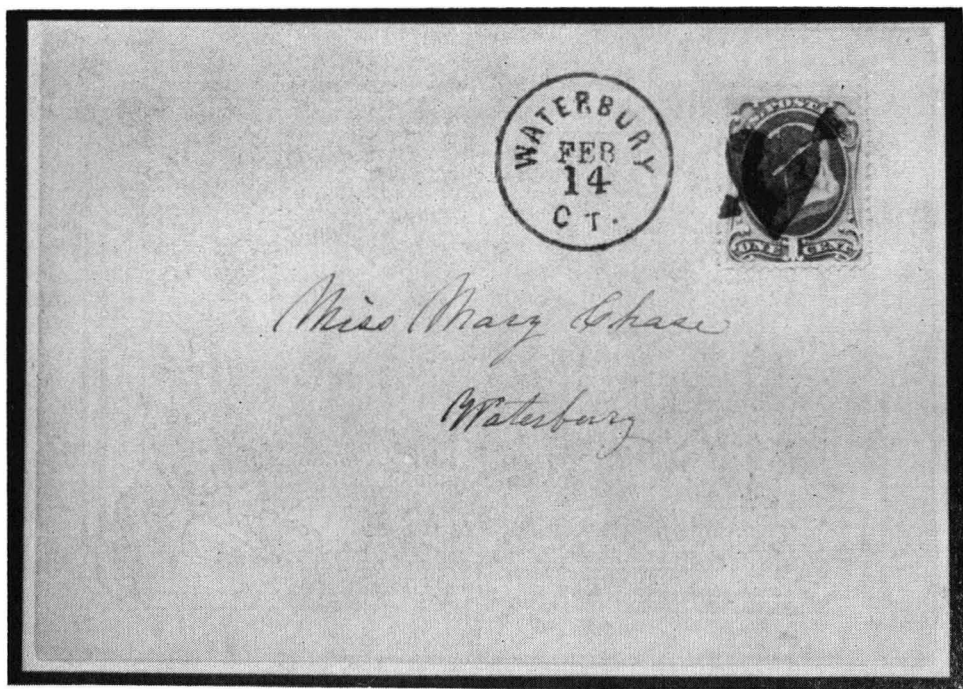


Figure 2.
Valentine cover at drop letter rate with Waterbury "Arrow-through-Heart" cancel.

The other two covers shown are especially interesting because they carry different strikes of a rare cancellation with different postal rates for differing uses on a single day. Both are Valentine Day covers with two different strikes of the rare Waterbury "Arrow-through-Heart" cancellation on Continental stamps. Figure 2 is franked with a 1c to pay the drop letter local rate within Waterbury. Figure 3, however, required a 3c to pay the domestic single letter rate to Detroit, Michigan. Waterbury fancy cancels on the 1873 Continental issue are a late use, substantially scarcer than Waterburys of the 1861-1872 period.

Incidentally, see if you can find the secret marks on the stamps of all three covers shown. They are all there. If you miss, blame it on the printer, or your eyes, or your editor.

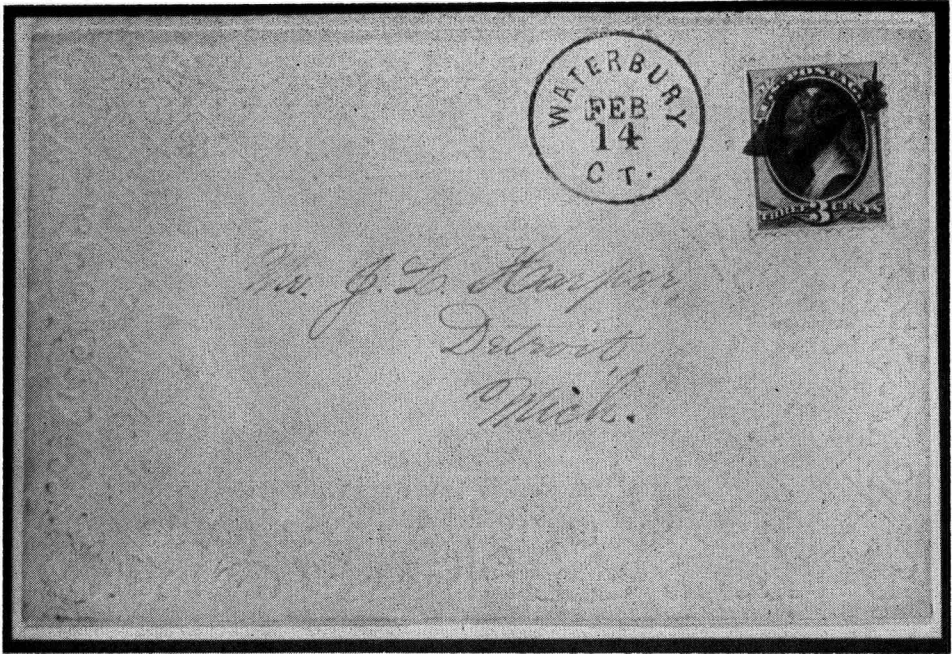


Figure 3.
Waterbury "Arrow-through-Heart" cancellation on Valentine cover to Detroit.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

A REVIEW OF ACCOMPLISHMENTS AND GOALS

Charles L. Towle

It is fitting that upon this Silver Anniversary of the United States Philatelic Classics Society we pause to take stock of the accomplishments of the past and to reflect upon the proper direction for the future.

In the field of transit markings we have profited greatly from the research, accomplishments, and advice of such past and present outstanding philatelists as Chase, Simpson, Hicks, Remele, Meyer, Ashbrook, Rubel, de Windt, Downing, Perry, Hall, Sampson, Slawson, Wyer, and Graham. Through the efforts and participation of this society and its members two basic catalogs which are the standards in the field of railway agent markings have been published: the Remele catalog of 1837-1861 markings released in 1958 and the Towle-Meyer catalog of 1861-1886 markings which made its appearance in 1968.

Currently through the medium of the *Chronicle* and the efforts of its Editors we have been able to keep both catalogs up to date and corrected as new finds are made and information obtained in the railway marking field. A companion effort is under way through the efforts of Richard Graham to bring up to date and publish a similar catalog of steamboat agent markings based on the original research work of Henry Meyer.

As to the future your Section Editor believes there are six areas of importance for improvement and investigation but would be most happy to receive the views and comments of our members, readers and all philatelists as to suggested research, improvements in reporting, and possible areas of development.

Now that we have more time available for philatelic pursuits the following goals are believed to be most worthwhile:

(1) An overall comprehensive definitive catalog of agent markings covering the period 1837-1893 and containing a cross-index to identify steamboat agent markings. Hopefully this combined catalog would be ready for publication by 1978.

(2) A definitive accurate listing of agent routes with terminal designations for the 1837-1881 period replacing piecemeal information now available.

(3) A definitive study, based on historical facts, in the field of railway station markings with complete information on authority, necessity, rationale and usage. (This would be an ideal research assignment for one of our members living close to the National Archives).

(4) An improved and more accurate method of developing and utilizing reliable scarcity factors for various route markings for the period of study.

(5) Arrangements for the provision and implementation of a USPCS repository system to house on available file original tracings of markings, contract and route details, basic source information not available in print, compilations not otherwise available and other unique material which should be preserved for advancing future research. The scattering and loss of basic source material such as was used to prepare the Remele catalog are a great loss to philately and create needless wasted time in redoing basic research which is really an obligation of USPCS to preserve.

(6) Above all we hope to broaden the number of collectors, researchers and writers participating in this most interesting and historical field of transit markings, to educate younger collectors to carry on future research and philatelic writing, and to enlarge correspondence efforts to foster wider diffusion of USPS aims in education, research, and understanding.

RAILROAD MARKINGS

1—Remele Catalog

1 — Remele Catalog

The following is an index of Addenda to *United States Railroad Postmarks 1837 to 1861* by C. W. Remele as listed in *Chronicles* 31 to 78 of the United States Philatelic Classics Society. The issue and page number for reference are listed in parentheses. Markings are circular if not otherwise specified and dimensions are in millimeters.

- A2-b: ALBy. & BUFFALO R. R., 31½, Add black, 1851-57. (40:4).
B1-g: BALTIMORE R. R., Straightline, Red?, 1838. (36:5).
B2-i: BALTIMORE & OHIO R. R., 31½, Black, 1857-61. (32:2).
B2S-i: B. & O. R. R. DUFFIELDS, 34 x 25 Oval, 1860, Color unspecified. (32:3; 44:7).
B2S-j: B. & O. R. R. CAMERON, —Oval, Color unspecified. (32:3).
B2S-k: B. & O. R. R. SIR JOHN'S RUN, —Oval, Color unspecified, 1860-61. (35:4-5).
B2S-l: B. & O. R. R. BRADY'S MILL, —Oval, Black, 1861. (40:3-4).
B2S-m: B. & O. R. R. CO. WOODBINE, 35 x 26 Oval, Color unspecified, 1860. (47:12, 13).
B2½: BALTe. & PHILa. R. R., 33½, Black, 1847-51. (55:54, 73).
B3-a: BALTo. & SUSQh. R. R., 34, Add dark brown, 1850. (70:100).
B9-b: BOSTON & BURLINGTON R. R., 37, Black, 1857-60. (54:15, 16).
B11-a: BOSTON & FICHBURG R. R., 32½, Add black, 1851-57. (44:8-9).
C1½: CANANDAIGUA & YOUNGSTOWN R. R., 32, Blue, 1851-57. (51:11, 13).
C13-a: CHICAGO & ROCK ID. R. R. Ill., 30, Red, 1851-57. (32:2).
C17½: CIN. HILLSB. & CHILL. R. R. O., 30, Black, 1851-57. (37:7-8).
C21-e: PITTS. & CLEAV. R. R. TUSC. BRANCH, 36 ?, Color unspecified, 1851-57. (49:59, 62).
C22½: CLEVE. & TOLEDO R. R., 36½, Black, 1855-59. (52:61; 53:122; 68:170).
C22½S-a: C. & T. R. R. AMHERST, 34½, Black, 1855-59. (68:170).
C24: COLUMBIA, PIQUA & INDA. R. R., 32, Black, 1851-57. Corrected listing. (73:31).
D3-b: DETROIT & MILKE. R. W., 35, Black, 1851-57. (46:10, 12).
D6: DUBUQUE & WES. R. R., 26 ?, Black ?, 1860-61. (34:5).
E3½: EATON & HAMILTON R. R., 32 ?, Blue, 1854. (33:8).
H½S: HANNIBAL & ST. JOSEPH R. R. BROOKFIELD, 35, BLACK, 1857-61. (39:3).
H4S-a: HOUSATONIC R. R. BOTSFORD, 35 x 25½ Oval, Black, 1851-57. (64-160).
H4S-j: H. R. ROAD KENT 5, Manuscript, 1845. (75:147, 148).
H5S-a: H. R. R. S. DUYVIL, 28, Color not specified, 1851-57. (45:10).
I1-d: ILLINOIS CENTRAL R. R. E. B., 29½, Black, 1857-61. (32:3).
I1S-e: ILL. C. R. R. From MINONK, 30½, Black, 1855. (75:147, 148).
L3½: LEEDS & FARMINGTON R. R., 32, Black, 1857-61. (52:61-62; 53:122).
L6-b: LITTLE MIAMI R. R., 31, Red, 1847-51. (32:2).
L6-c: LITTLE MIAMI R. R., 32½, Red, 1851-57. R. R. not inverted. (63:116; 64:160).
L6½: LITTLE MIAMI X. & C. R. R., 30, Blue, 1853-57. (61:16).

- M1-b: MAD RIV. & LAK. ERIE R. R., 34, Add black, 1851-57. (32:3).
- M5-d: MIC. CENTRAL R. R. MIC., 34½, Black, Green, 1850-57. (41:7; 47:13).
- M6-b: MICH. SOUTHERN R. R., 32½, Add black, 1851-57. (64:160).
- M11S-b: M. C. R. R. PICKENS, 34½ ?, Black ?, 1860. (34:5).
- M13½: MONTREAL & CONCORD R. R., 34, Color not specified, 1851-57. (49:62).
- N1-d: 'N,' and '10,' Blue, 1845. New York to Philadelphia Railroad. (66:84).
- N2½S: N. & D. R. R. REYNOLDS, 34½ x 25½ Oval, Black, 1857-61. (51:11-12, 13).
- N4-b: NEW HAVEN & BELLOWS FALLS R. R., 33, Black, 1857-61. Complete tracing with periods after R. R. (57:12; 75:147).
- N7: N. HAVEN & SPRINGFIELD R. R., 33½, Add black, 1847-51. (42:5).
- N7-b: N. HAVEN & SPRINGFIELD R., 34, Red, 1847-51. (42:5).
- N11½S: N. YORK C. R. R. SAVANNAH, Rounded box, Black, 1858. (57:12).
- N12-i: N. YORK & ERIE R. R. N. Y., 33, Add red, 1857-61. (54:15).
- N12-k: NEW YORK & ERIE R. R., 34, Yellow-gold, 1851-57. (48:11).
- N12-l: N. YORK & ERIE R. R., 37, Black, 1857-61. (61:16; 62:72).
- N14-c: N. YORK & N. HAVEN R. R., Open circle, Add black, 1851-57. (74:87).
- N15-g: NEW YORK & PHILA. R. R., 30, Red, 1850-57: Black; 1857-61. (32:2; 61:33).
- N15-h: R. R., 12½, Manuscript, Blue ink, 1844. (75:147).
- N18½: NORTH MO. R. R., 25, Black, 1857-61. (51:10-11, 13).
- N20-a: NORTHERN R. R., 32, Add red, 1847-51. (53:122).
- N21-b: NORTHERN O. R. R. MAIL N. Y., 28, Add red, 1847-51. (32:3).
- N21-c: NORTHERN RAILROAD N. Y., 32½, Black, Red, 1847-51. (32:2, 44:8).
- O3-c: OHIO & PA. R. R., 33, Black, 1851-57. (52:61).
- O4: ORANGE & ALEXA. R. R., 32, Black, 1854. (48:11, 12).
- P2-d: PENNSYLVANIA R. R., 32, Color unlisted, 1851-57. (50:102).
- P6-a: PHILADA. RAILROAD, 57 x 3½ S. L., Add black, 1847-51. (32:3).
- P6-c: PHILADA. RAILROAD, 30, Add blue, 1851-57. (32:3).
- P6-e: PHILADA. RAIL RD., 29½, Add red, 1847-51. (50:102).
- P14-b: P. H. & FISHKILL R. R., 29, Black, 1851-57. (53:122, 123).
- P16-c: P. & W. R. R. Oct. 6, 21 x 3 S. L., Red, 1849. (62:72).
- R3: RAIL R., 33½ x 4½ S. L., Red, 1846. Used on cover east to west establishing route agent usage. (77:41).
- R4-h: RAIL-ROAD, 37½ x 4¼ S. L., 1841. With hyphen. New York State usage. (47:3).
- R4-i: RAILROAD, Semi-circle, Red, 1838-40. Same as R4-f but without arc. Tentative. Two agents on route but may be a variant of R4-f. (68:172; 71:146).
- R9: RICHMOND & PTRSBG. R. R., 31½, Add black, 1847-51. (74:87).
- R9½: ROANOKE & PETERSBURG R. R., 32 ?, Blue, 1851-57. (31:3).
- S5-d: SOUTH CAROLINA R. R., 32, Blue, 1851-57. (50:100, 102).
- S6-a: SOUTH SIDE R. R., 31, Add blue, 1851-57. (42:6).
- S9½: ST. L. & I. M. R. R. MINERAL POINT, 34, Black, 1861. (44:7).
- S12: SYRACUSE & ROCHESTER R. R., 31, Black, 1851-57. (41:7-8).
- T4-a: TROY & WHITEHALL R. R., 32½, Add blue, 1851-57. (36:5).
- V2: VERMONT & MASSSts. R. R., 33½, Add black, 1847-51. (42:5).
- V2-b: VERMONT & MASS. R. R., 34, Black, 1857-61. (41:7).
- V3S-c: VA. C. R. R. KESWICK, 25, Blue, 1860. (40:4).
- V4-a: VIRGA. & TENN. R. R., 32, Add black, 1851-57. (47:13, 36).
- W1-a: WASHINGTON RAILROAD, 30, Add black, Prestamp. (70:98).
- W4-a: WSTRN. & ATLNTC. R. R., 33, Add red, Prestamp, 1847-51. (47:13; 70:100).
- W4-b: WEST. & ATLANTIC R. R., 34, Add green, 1847-57. (36:5).
- W7-b: WILMINGTON & RALEIGH RAILROAD, 30, Add blackish-brown, Prestamp. (53:122).
- W7½S: W. & P. R. R. HALLTOWN, 34 x 26 Oval, Black, 1860. (44:8).

THE FOREIGN MAILS

A QUARTER OF A CENTURY OF STUDY OF THE TRANSATLANTIC MAILS

George E. Hargest

By 1948 very little information regarding the Transatlantic mails had been published. What was known had been published in scattered sources which were difficult to assemble and assimilate by the collector. During the early thirties, George S. Hill had published valuable information regarding the Bremen and French conventions in *Stamps* magazine. Henry Konwiser ran a weekly column in the same magazine that included much information on "Ship" mail, and in 1935 Hill and Konwiser published a table of postages to foreign countries that for years remained the best that had been published about postal rates. In 1938 Stanley B. Ashbrook had published as Chapter LVI, "Foreign Rates of Postage and Postal Markings," in volume II of his work on the one cent stamp of 1851-1857. This contained reproductions of an 1852 and an 1857 table of postal rates drawn from the pertinent *Postal Laws and Regulations*. Aside from a few scattered articles in various journals, these represented the published knowledge about the Transatlantic mails in 1948, when the first issue of the *Chronicle* was published.

In 1949 Maurice Blake and Wilbur Davis published *Boston Postal Markings to 1890*. This work contained debit, credit, due, and restatement of rate markings seen on outgoing and incoming mail applied at the Boston exchange office. It also presented tables showing the division of rates under the U. S.-British and U. S.-French postal conventions. These tables and markings went a long way in explaining the use of debits and credits on Transatlantic mail.

In 1951 Stanley B. Ashbrook began to issue his *Special Service* to a limited list of subscribers. In this work Ashbrook frequently discussed Transatlantic mail covers from the point of view of their rates and usages. There was, however, limited dissemination, and only a few were aware of its information. In 1956 Frank Staff published *The Transatlantic Mail*. This work was devoted primarily to the steamship services and their relation to the mails. For postal historians it represented a chief source of the fleet lists of the various steamship lines. There was also considerable rate information included. In 1955 N. R. P. Bon-sor had published *North Atlantic Seaway*, which included, not only the fleet lists, but also much more information regarding the steamship lines and their mail contracts. This work, however, was written as a "shipping" book, and did not attract very much attention among postal historians.

In June 1958 Tracy W. Simpson published in *Chronicle* No. 31, the first codification and systematic presentation in outline form of about all that was then known about the Transatlantic mail services, their rates, treaty arrangements, and packet conveyors. This was a giant step forward, since its orderly presentation enabled the ordinary collector to explain many of his covers. This, however, covered only the 1851 to 1860 period. What had transpired before or after this period was not disclosed. Subsequent issues of the *Chronicle* continued to refine and present new information. So many small and minor vignettes of information appeared that the accomplishments will have to be painted with a very broad brush.

Up to this time, interest had centered only on mail from the United States to foreign countries. Incoming mail was, for the most part, ignored. Little or no attention was paid to foreign markings, except on letters to France. It was

generally recognized that there were several periods in which France applied consistently different due markings to mail from the United States. What these markings were was known, but the periods in which they were applied and the reasons for their application remained a mystery.

In *Chronicle* No. 37 a French decree of November 19, effective 1 December 1851, giving the French charges on mail from the United States as 13 decimes by British packet and 8 decimes by American packet, was published in its entirety. In *Chronicle* No. 38 Mr. Eugene Jaeger, through a Paris memo sent to him by Mr. Ashbrook, showed that the American packet rate on letters to France was 5 decimes per $\frac{1}{4}$ oz. or $7\frac{1}{2}$ grams, while the British packet rate was 8 decimes during the period 1 January 1857 to 1 April 1857. In *Chronicle* No. 44 the true nature of the "tray" or "currency" marks GB/40c and GB/1f60c was revealed. In later *Chronicles* these were related to the 5 decimes and 8 decimes rates.

In *Chronicle* No. 52 the details of the provisional agreement between France and England by which the rate charged in France became 13 and 8 decimes, and the sea postage was reduced from 16c to 10c was revealed for the first time. In *Chronicle* No. 49 Mr. Millard Mack wrote about the 4c part-payment rate to France during the inter-treaty period 1 January 1870-1 August 1874. In *Chronicle* No. 51 Mr. Melvin W. Schuh discussed shortpaid letters to France, most of which showed "tray" or "currency" marks. For the most part, the only interest shown in foreign markings had been on covers to France.

In regard to the German mails, Mr. Charles J. Starnes wrote an article on the stepwise reduction in the Prussian Closed Mail rates in *Chronicle* No. 49. In *Chronicle* No. 48 the reasons for the framing of the U. S.-Bremen convention of 1853 and the use as mail carriers of the ships of W. A. Fritze & Co. was disclosed for the first time in this country. Although the article was incorrect in regard to the reduction of the U. S. inland postage from 5c to 3c on unpaid letters, this was corrected in a later issue. The fact that the U. S. retained 5c U. S. inland postage only on the mails carried by the Fritze ships on Bremen packet mail was first mentioned.

The fact that French mail conveyed by the Allan line ships through the exchange offices of Chicago, Detroit and Portland was to be treated as British packet mail, while Prussian closed mail and British mail conveyed by those same ships was treated as American packet mail was mentioned for the first time in *Chronicle* No. 47. In *Chronicles* No. 53 and No. 54 Mr. Millard H. Mack discussed the 9c rate to France from August 1, 1874 to December 31, 1875.

While each issue of the *Chronicle* has brought out some vignette of importance to postal historians, the above gives an idea of the major contributions that have been made to the study of the Transatlantic mails. As was stated before, it has had to be painted with a broad brush.

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MAILS TO BRITISH NORTH AMERICA

SUSAN M. McDONALD

For some time I have been awaiting an opportunity to begin an ongoing discussion of cross-border mails, in order to explore and resolve, through reporting and sharing information, some of the unsettled questions and problems in this field.

Because the 1851 U. S.-Canada agreement is central to an understanding of post office operation and regulations, it is a basic document. Since the complete text is not readily accessible, it is reproduced in full here, as annexed to the 1851 PMG Report (pp. 466-468, *Executive Documents, Part 2, 32nd Congress*):

Articles of agreement between the Post Office Department of the United States and the Post Office Department of Canada.

For the purpose of establishing and regulating the interchange of mails between the United States and Canada, it is agreed between the Post Office Department of the United States and the Post Office Department of Canada:

1. That there shall be an exchange of mails between the United States and Canada, at the following points, viz:

| On the side of the United States, at | On the side of Canada, at |
|--------------------------------------|---------------------------|
| Port Huron, Michigan. | Port Sarnia. |
| Detroit " " | Windsor. |
| Black Rock, New York. | Waterloo. |
| Lewiston, " " | Queenstown. |
| Youngstown, " " | Niagara. |
| Rochester, " " | Coburg. |
| Cape Vincent, " " | Kingston. |
| Morristown, " " | Brockville. |
| Ogdensburg, " " | Prescott. |
| Whitehall, " " | |
| Plattsburg " " | |
| Rouse's Point " " | St. John's. |
| Burlington, Vermont. } " | |
| Derby Line " " | Stanstead. |
| Buffalo, New York. } " | |
| Albany " " | Montreal. |
| New York " " | Toronto. |
| Boston, Massachusetts. } " | |
| Fort Covington, New York. | Dundee.* |

2. The mails exchanged between the offices of New York, Albany, Buffalo, and Boston, on the one side, and Toronto, Kingston, and Montreal on the other, are to pass each way as *through-mails*—not to be opened at any intermediate frontier office.

3. The postage to be charged in the United States, on a letter not exceeding half an ounce in weight, to or from Canada, shall be five cents for any distance within the United States, not exceeding 3,000 miles; and exceeding 3,000 miles, within the United States, ten cents the single letter. Every additional weight of half an ounce, or additional weight of less than half an ounce, to be charged

*Since added:

| | |
|---------------------------------|---------------------------------|
| Sackett's Harbor, New York. } " | Kingston—by steamer, in summer. |
| Oswego " " | |
| Buffalo " " | { Hamilton, } by through-bags. |
| Swanton, Vermont. | { Queenstown, } " |
| | Phillipsburgh. |

Under the New Brunswick arrangement, Houlton and Robbinston, Me., are the United States exchange offices.

as one additional rate: the rates in this section mentioned, having been adopted and agreed upon by the Postmaster General of the United States, by and with the advice and consent of the President.

4. The postage to be charged in Canada on a letter not exceeding half an ounce in weight, to or from the United States, shall be five cents for any distance in Canada. Every weight of half an ounce, or additional weight of less than half an ounce, to be charged as an additional rate.

5. Upon all letters posted in the United States to be delivered in Canada, or posted in Canada to be delivered in the United States, these rates shall be combined into one rate, of which payment in advance shall be optional in either country. Less than the whole combined rate cannot be prepaid.

6. The Post Office Department of the United States will collect and keep all the postages on the unpaid letters from Canada, as well as the postages on letters to Canada, prepaid in the United States, and the post office department of Canada will collect and keep all the postages on the unpaid letters from the United States, as well as the postages on letters prepaid in Canada to the United States.

7. Each mail despatched from one country to the other shall be accompanied by a letter or post-bill, showing the number of letters so posted, and distinguishing the paid from the unpaid, with their postage in separate columns.

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

9. The offices designated for the despatch and receipt of Canada mails, on the side of the United States, will stamp "U. States" upon all letters sent into Canada for delivery; and the offices designated for the despatch and receipt of United States mails on the side of Canada, will stamp "Canada" upon all letters sent into the United States for delivery.

10. The post office departments of the United States and Canada shall each return to the other all dead letters, unopened and without charge, every three months, or oftener, as may best suit the general regulations of each department.

11. The expense of transporting the mails between the frontier exchange offices, where the conveyance is by water, shall be borne equally by the two departments; but when the transportation is by land, the expense shall be borne by each in proportion to the distance travelled over the territory of each country. All contracts for such transportation shall, before they go into operation, be approved by the post office department of each country.

12. This arrangement shall go into operation on the 6th of April next, and it may be modified from time to time, as may be agreed upon by parties thereto; and it may be annulled at the desire of either party, upon three months' notice.

In witness whereof, the Postmaster General of the United States and the Postmaster General of Canada have hereunto set their hands and affixed their seals, respectively, this twenty-fifth day of March, in the year of our Lord one thousand eight hundred and fifty-one.

N. K. HALL, [L. s.]
J. MORRIS, [L. s.]

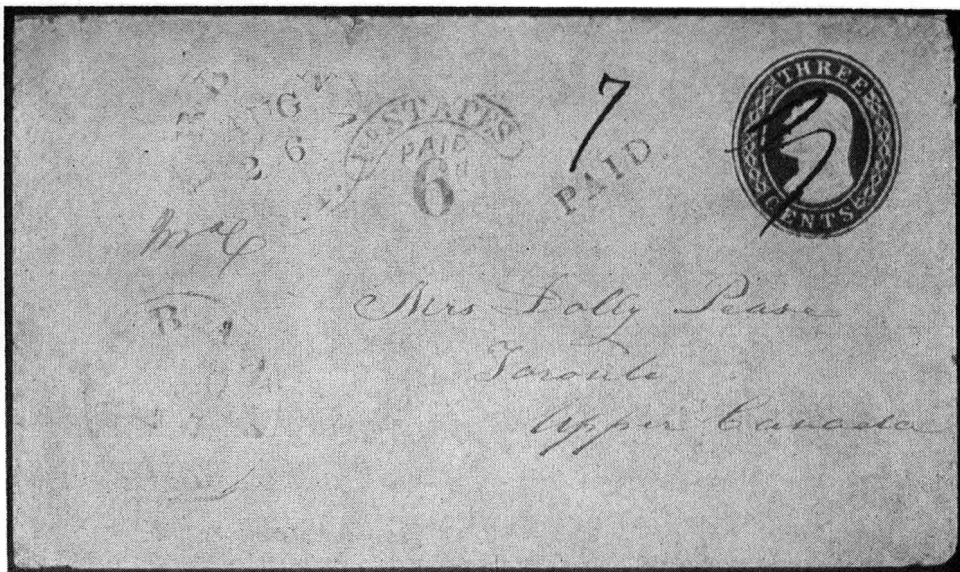
Many features of this agreement warrant detailed commentary, but for the moment, only Article 9 will be specifically considered. It is this article which provided for U. S. exchange offices to stamp "U. States" on letters to Canada. This portion of the agreement brought forth a large group of interesting and distinctive postal markings which are worthy of concentrated study.

I would like to record as many varieties as can be distinguished as individual types, and also to identify the office of use, wherever possible, and to establish the period the instrument was in active use. This will require cooperation from

readers, whether they have specialized collections of these exchange office markings or only scattered examples. If sufficient information is obtainable, an attempt may be made later to assess the relative scarcity of various markings, and to indicate other features that may add to the value and interest of a cover.

No effort will be made to restrict reports to items on covers with stamps; quite the contrary, as no worthwhile study of these markings can be undertaken unless stampless covers are included. In fact, some of the markings, by their very nature, can appear only on unpaid covers, whether stampless or ones on which the stamps were insufficient to pay the rate. This topic will be considered in more detail in a future issue.

Exchange markings used by U. S. offices in accordance with Article 9 fall into four main divisions by style or type: circular, straightline, oval, and arc. Variety is the most limited in the circular types; straightlines, although in heavy use, have only a few variations; oval markings may be found in about ten different styles. By far the most numerous and with the widest range of variation are the arc types, of which at least twenty-five can be differentiated. One from this group is illustrated and described first.



The exchange marking on the cover shown is a fairly common type. It consists of the wording "UP. STATES" in serified capitals in an enclosed arc over the words "PAID/6d." It measures 27 x 18 mm. A plate of tracings of these markings will be published later. This handstamp was used at Buffalo, N. Y., and was struck only in red. Its use was, of course, restricted to prepaid mail. My records show use from mid-1853 to late 1855. I also have unconfirmed reports of December 1852 and June 1856 examples. The covers showing this marking are all addressed to destinations in Canada West, except one to Quebec. The latter cover originated and was postmarked at Buffalo, and may be considered to verify Buffalo as the exchange office using this instrument. I would appreciate reports of earlier or later dates or any unusual use. I expect that dates after 1856 may be reported.

The illustrated cover is an interesting example. The 3c Nesbitt envelope was mailed at "URBANA N. Y. AUG 25," (1853), addressed to Toronto. The correct rate was 10c, and part payment could not be accepted. Rather than send the letter on rated as unpaid, the Urban postmaster held it and notified the sender who paid the 7c difference in cash. The letter was then remailed on August 26, and recognized as fully paid by the Buffalo exchange office.

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 78

The solution for the May problem cover (Figure 1) is somewhat speculative, as several aspects of the cover remain confusing and obscure. Calvet Hahn sent a thorough analysis and Creighton Hart also offered suggestions. At my request, Dr. Scott Polland furnished many valuable details. What follows is mainly a composite, with some added theories of my own.



Figure 1

The first difficulty is that Pacific Express was supposedly not founded until about July 1, 1855, by employees of Adams Express after its failure. This cover was used in April 1855. However, other Pacific Express uses before July 1855 have been noted so that the starting date assigned may be in error. It is probable that the envelope was, as Dr. Polland suggests, "bought by Dr. Wills (well known correspondence) before April 1, 1855, and was a plain 6c envelope franked by Pacific Express PAID, which is in the upper left hand corner. For this he probably paid 10 cts. to the express company." This included a fee to the express company as well as the U. S. postage of 6c coast to coast. The PAID handstamp refers to the express company service only.

The rate to and from the Pacific Coast was raised to 10c effective April 1, 1855, and the envelope was used after this date. The April 23 date docketed by the recipient probably represents the letter dateline. Perhaps the sender was in a remote area and was not informed of the rate change. At any rate the envelope was evidently entrusted to the express company representative and carried outside the mail via Pacific Express and its arranged facilities, and eventually reached the company's New York City office, where it received the oval handstamp with the Broadway address. (Dr. Polland mentions that this New York Pacific Express marking is fairly rare. I cannot find it listed in the new *Western Express Franks* or in earlier works.)

Pacific Express handed the letter over to the New York City post office, where it entered the mails. It was short paid 4c for the rate from California. All who commented agree that the "DUE 7" was struck in error, the "DUE 4"

was then struck over it to correct the rate; the resulting whole was so obscure that the clerk then cancelled it by a grid, and struck the "DUE 4" a second time below.

The chief mystery is in the presence of the stamps. Both Dr. Pollard and Mr. Hahn suggest that the express company had made an arrangement with the U. S. Post Office Department to cover handling of short paid letters—particularly in the period immediately following the rate change. If Pacific Express made up the missing postage, it would have performed its services without compensation. But probably the New York City post office refused to accept the mail unless the 10c rate was paid in stamps; the post office would then reimburse the express company and mark the letter "DUE 4" so that the deficient postage was collected from the addressee. It seems likely to me, however, that the post office would insist on full payment from the express company in the form of added stamps and would not pay this amount back to Pacific Express (or other companies) until the post office was assured of its share by collection from the addressee. This would also explain the odd pen cancels which do not extend from one stamp to the other or onto the envelope. Pacific Express would deliver a large number of short paid letters to the New York City post office at one time and would be required to purchase enough stamps to cover the deficient postage. For speed and convenience the stamps would be cancelled by pen lines in sheets or large blocks *before* being separated and affixed to individual envelopes. After the stamps were applied, each envelope, as in the case of the problem cover, was postmarked and the due marking handstamped. If this theory is substantially correct, comparison with other short paid covers in the period after April 1, 1855, for similarity in handling procedures, should verify its accuracy.

PROBLEM COVER FOR THIS ISSUE

The problem cover for this issue is from the collection of Walter Hubbard. It is a folded letter sheet postmarked NEW YORK APR 18 (1849) in red and addressed to Kingston, Canada West. The 10c 1847 stamp is tied by the New York City square grid in red. There is a manuscript "3" (strengthened in the photo) in black ink.

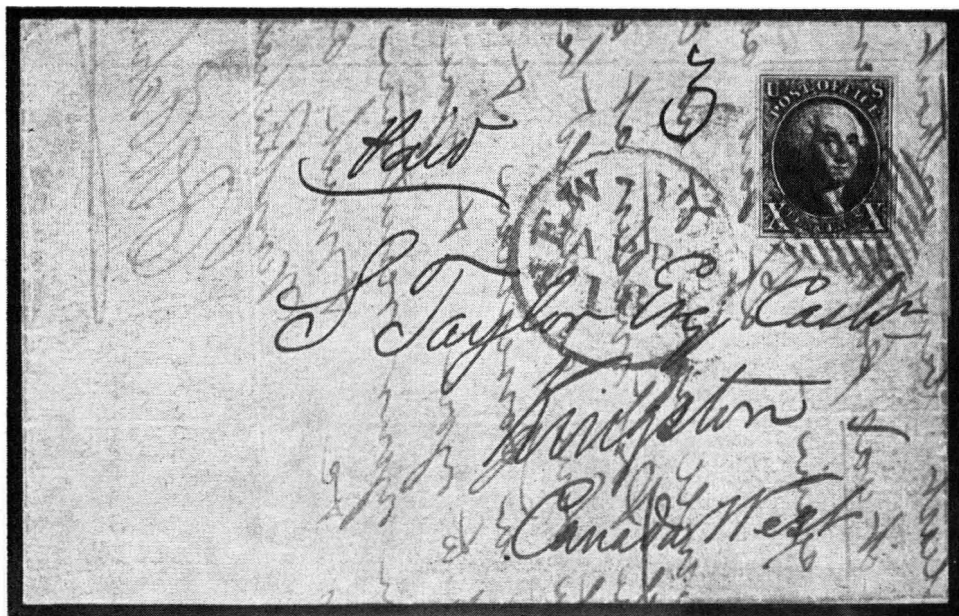


Figure 2

What use is represented by this cover?
Where was the "3" applied? What is its significance?

AUCTION DESCRIPTIONS, CONT.

The 1861-69 section has frequently included commentaries on auction lot descriptions. Dick Graham's criticism has usually been directed not to the accuracy of the descriptions themselves, but to the fancifulness of the interpretations accompanying them.

To counteract any impression that such errors occur only in the 1861-69 period, here are two descriptions from a recent auction:

- 530 (cover symbol) U. S.-Canada, Six folded letters, Five "Cross-Border" with interesting range of rates & pmks. Incl. a choice "Halifax, Tombstone" in Red, an odd "7 cts" which appears to be an interprovincial use, Very Fine Lot E. IV
- 852 (cover symbol) 3c Rose Red, Ty. I (25). Quite well centered, Used alone on cover to Canada, tied by bold "New York, 10 cts., Feb. 22, 1860" Str. Line Exchange marking. Clearly underpaid as the rate was 10c, yet no U. S. or Canada Unpaid markings. Fine, Very Unusual (Photo) E. IV

The first description is in the section headed "Stampless Covers," and in this context a decimal rate on a Nova Scotia cover during what is presumably the pence period is not reasonably attributed to an "interprovincial use"—whatever that means. It almost certainly represents U. S. postage due. Without seeing the cover, I would suggest the probability that the 7c is an incoming U. S. ship letter rate, and that the letter went by British packet from Halifax to Boston in the 1845-48 period. I don't believe that every describer should be expected to recognize the specialized use involved, but certainly the space sacrificed to random speculation could be better utilized in giving dates or destinations of the material. The prospective bidder would find such factual detail more informative and worthwhile.

In the case of lot 852, the statement that there are "no U. S. or Canada Unpaid markings" is wholly false. The amount due is expressed twice—first by the New York postmark incorporating "10 cts." It is also indicated, as the photo reveals, by the exchange office handstamp UNITED STATES/6^D. Either of these markings was sufficient to insure the collection of 10c (Canada had adopted decimal currency by this date) from the addressee. As frequently explained in these pages, by terms of the 1851 U. S.-Canada agreement, partial payment was not recognized. There were a few cases where short payment apparently got by—those covers would deservedly be characterized as "very unusual," but this is not one of them. The appearance of this cover shows that the stamp was ignored and the full amount rated as due and collected.

In another auction catalog, in the midst of a long series of covers from Jamaica to the British Isles, this description appears:

- 767 Kingston, Jamaica (K6). Folded letter with contents to Kirkcaldy, N. B. (Canada) 1843. With receiving marks of 3 line boxed Kirkcaldy and 2 other receiving marks in bright orange and red. In ms. "1". Scarce destination. VF E. III

However, the initials "N. B." do not refer to New Brunswick. They stand for "North Britain," a particularly tasteless and contemptuous designation for the nation of Scotland, though its use at this period is more likely to derive from mere thoughtlessness than a deliberately patronizing attitude. The term appears occasionally in addresses and writings, mostly in the late eighteenth and early nineteenth centuries, after which its use luckily declined before the Jacobite cause could again raise a standard against the Sassenach.

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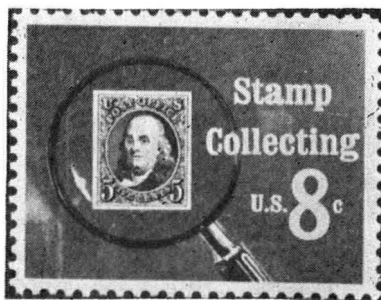
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THE BIG SHIFT OF THE 5c 1847 "STAMP COLLECTING"



Illustrated in the February *Chronicle* are four 5c stamps with slight shifts which give the illusion of four different corner copies in the Stamp Collecting commemorative. The big shift in the illustration above shifts about a third of the stamp out of its intended position. This stamp is in William Allen's collection at Lansing, Michigan who reports only one sheet of big shift stamps were found. The stamp at the right shows the 5c reproduction in its normal position.

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