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of the U.S. Classic Postal Issues

November 1973

Volume 25, No. 4

Whole No. 80

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## IN THIS ISSUE

|                                                                                                                        |     |
|------------------------------------------------------------------------------------------------------------------------|-----|
| THE EDITOR'S PAGE .....                                                                                                | 195 |
| <b>THE 1847-51 PERIOD</b>                                                                                              |     |
| Reunion, <i>by Elizabeth C. Pope</i> .....                                                                             | 196 |
| 1847 Covers to Canada: Part II, <i>by Creighton C. Hart</i> .....                                                      | 198 |
| <b>THE 1851-60 PERIOD</b>                                                                                              |     |
| Three Cent 1857 Perforated Stamps (S4) from Plate 10,<br><i>by Thomas J. Alexander</i> .....                           | 203 |
| Condensed Plating Information—Additions & Corrections .....                                                            | 205 |
| A Strange Place to Find Virginia, <i>by W. T. Wynn</i> .....                                                           | 206 |
| Forts—Corrections .....                                                                                                | 207 |
| The Single 12c Stamp of the 1851-1861 Issue on Cover,<br><i>by Thomas J. Alexander</i> .....                           | 207 |
| Chase's 3c Plating Photos .....                                                                                        | 213 |
| U. S. Postal Markings 1851-1861 .....                                                                                  | 213 |
| <b>THE 1861-69 PERIOD</b>                                                                                              |     |
| Ten Cent 1869 Covers from the Shanghai Consular Post Office,<br><i>by Michael Laurence</i> .....                       | 214 |
| Editorial .....                                                                                                        | 222 |
| A John Wilkes Booth Cover .....                                                                                        | 223 |
| <b>THE BANK NOTE PERIOD</b>                                                                                            |     |
| Kicking Mule Cancellations .....                                                                                       | 225 |
| <b>RAILROAD POSTMARKS</b>                                                                                              |     |
| Railroad Markings .....                                                                                                | 232 |
| Plate XXXIII .....                                                                                                     | 234 |
| <b>THE FOREIGN MAILS</b>                                                                                               |     |
| Further Notes on Mails between the United States and the<br>West Coast of South America, <i>by J. V. Woollam</i> ..... | 237 |
| To Argentina by American and French Packets, <i>by George E. Hargest</i> .                                             | 239 |
| Part Paid by Bremen Mail, <i>by Joseph F. Rorke, M. D.</i> .....                                                       | 242 |
| Transatlantic Rate Paid by Stamp and Cash .....                                                                        | 242 |
| Exchange Markings on Mail to B. N. A. ....                                                                             | 243 |
| <b>GUEST PRIVILEGE</b>                                                                                                 |     |
| The Men Who Directed the Carriers, <i>by Calvet M. Hahn</i> .....                                                      | 244 |
| Letter Carrier Service in New York, <i>by Calvet M. Hahn</i> .....                                                     | 246 |
| <b>THE COVER CORNER</b>                                                                                                |     |
| Answer to Problem Cover in Issue No. 79 .....                                                                          | 249 |
| Problem Cover for this Issue .....                                                                                     | 252 |

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**1851-56**

**1861-66**

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## THE EDITOR'S PAGE

It is a pleasure to welcome several new authors to the *Chronicle* in this issue. They are not all inexperienced in philatelic writing, but this is their first appearance in this publication. Elizabeth C. Pope, whose articles on Valentines and other subjects have appeared in the *American Philatelist* and elsewhere, is represented by an interesting account of a pair of 10c 1847 bisect covers. W. T. Wynn outlines a detailed approach to postmark collection in the 1851-61 section. Dr. Joseph F. Rorke has described an unusual cover to Switzerland, and J. V. Woollam, one of our members in England, has written an analysis of markings on covers from the United States to Chile carried by the Pacific Steam Navigation Co. Their notes appear in the Foreign Mails section.

The main feature of the 1861-69 period is a detailed study of the 1869 10c issue on cover used from the U. S. Consular Post Office at Shanghai by Michael Laurence. The September 1973 issue of *Americana*, published by the American Heritage Society, contains an engaging article, directed to a lay audience, on "The Unlikely Passion of Collecting Stamps," by Mr. Laurence, who is a professional journalist. In it he enthusiastically recommends the Classics Society and the *Chronicle* to his readers. The good notice is much appreciated.

Also appearing in this issue is the first instalment of a fine study of the carrier service by Calvet M. Hahn. This article, which will be continued over two or three issues, offers much new information and valuable fresh insights concerning this important subject.

The section editors are always eager to encourage new writers. Too often the editors are obliged to perform both jobs. If you have philatelic information to share, we'd like to hear from you.

The Society of Philatelic Americans this year is making awards to publications of its branches in three categories: national branches, club federations, and individual clubs. Belmont Faries has informed me that the *Chronicle* has been selected as winner in the national branches class, and has been awarded an S. P. A. medal. The editorial staff appreciates this recognition.

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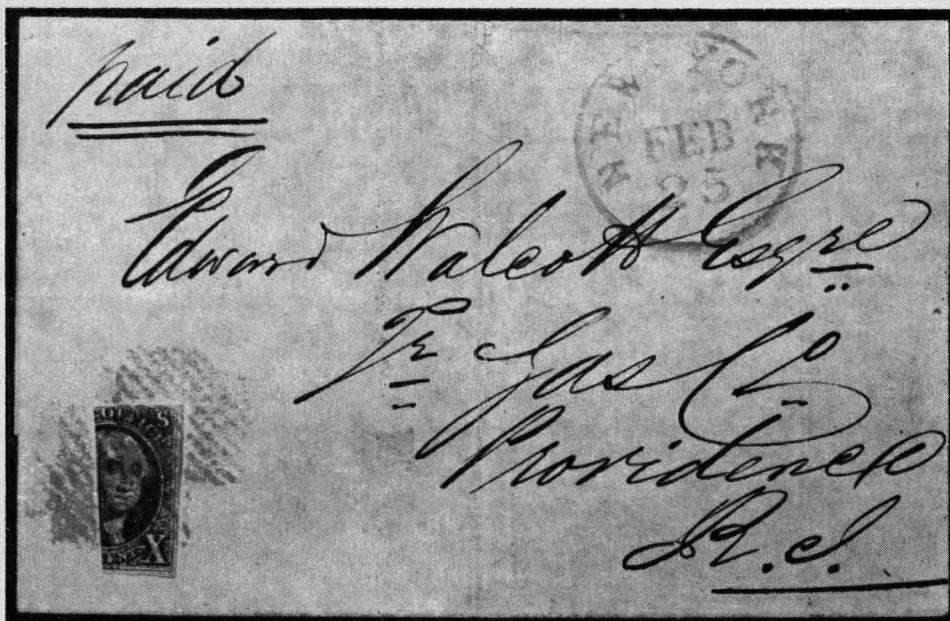
**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**REUNION**

**ELIZABETH C. POPE**

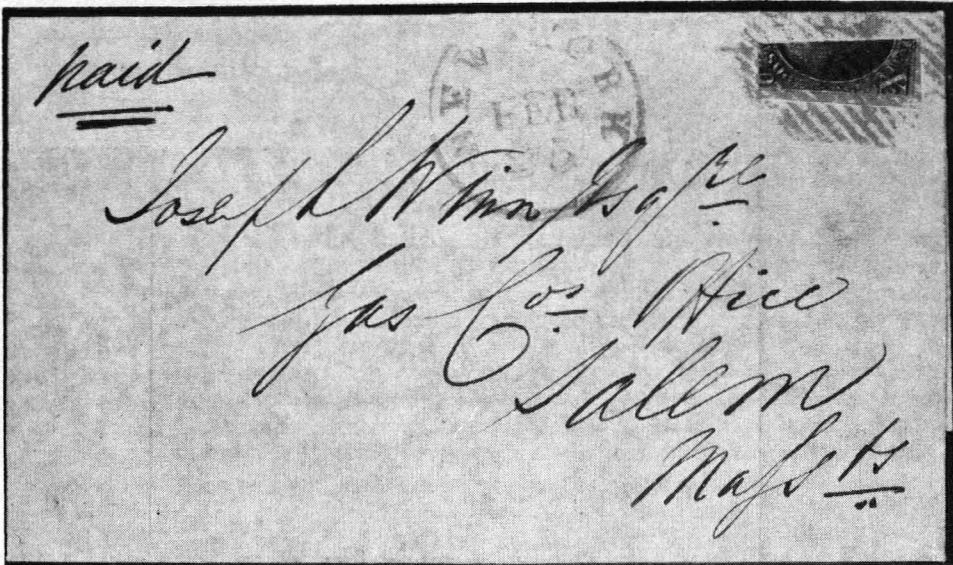
This is the story of the reuniting of the two segments of a vertically bisected 10c 1847 stamp. It is the first matching of vertical halves of this stamp.

In the Green (Storrow) Sale (1943), Lot 70 was a cover postmarked February 25 (1851) in New York, addressed to "Edward Walcott Esqre/ C/o Gas Co./ Providence/ R. I." In the lower left corner of the cover is the right "half" of a 10c '47, tied by several strikes of the red New York square grid. Subsequently the cover was acquired by Marc Haas, in whose collection it was seen frequently by John Pope.



When the catalog arrived for the Siegel Auction Galleries sale of September 27, 1972, John Pope's eye was caught by Lot 839, a bisected 10c 1847 on cover. A check of his records convinced him that it was the mate to the half stamp on Marc's cover. A telephone conversation between the two collectors resulted in Marc's purchase of the cover at the auction.

The second cover is also from New York on the same date as the other cover, obviously addressed in the same handwriting. The addressee is "Joseph Winn Esqre/ Gas Co. Office / Salem/ Massts." The stamp is tied with several strikes of the red square grid, and is in the upper right corner of the cover. The letter portion of the first cover is not extant, but the contents of the second cover remain.



The letter reads as follows:

New York, February 24, 1851  
Joseph Winn, Esq.  
Salem

Dear Sir:

On my return to Boston I wrote you as promised relative to our gas coal and have only to add that the opinion of all the gas engineers I have seen in this country is decidedly favorable to our coal and that it yields by far the largest amount of coke and gas combined of any coal tried by them and consequently proves cheaper.

The strongest argument I can use possible is that I have long supplied the gas companies of New York, Philadelphia and Albany and have now much larger orders than any previous year and also hold orders from Springfield, New Haven and Boston.

I feel that a trial of our coal would prove satisfactory and the most economical in the end to you and want to suggest your trying a small cargo. The cost is nothing almost and it is no speculative experiment. You are sure to receive a good coal and much larger amount of gas and coke than you have ever got and a better quality too. It is worth your consideration. Our coal also requires much less purifying than the Picton or Sidney, in fact I find some of the more eminent gas engineers in the country would on no account use these coals.

Our company supplies London and nearly all of the larger cities with their fire clay retorts also which are now getting much into use. Mr. Roome of the New York company is going to try them. They come cheaper than iron by far.

I leave on the 26th/African Steamer and hope to tender my best service assuring you it will give me pleasure to hear from you or be of service in any way. With best wishes and compliments to Messrs. Wheatland and Warren, believe me dear sir,

Yours very respectfully,  
James S. Scott

Robert A. Siegel supplied further information about the recently sold cover. As a building was being torn down in Massachusetts, a man found several hundred covers. He was not a collector, but his wife was, so he took the covers home to her. She didn't collect the type of material in the cover find, but she was interested in buying a new car. The covers were brought to the Siegel office to be turned into money to buy the new car.

It has taken 122 years to match these pieces. How long before another such reunion is effected?

## 1847 COVERS TO CANADA: PART II

CREIGHTON C. HART

(Reference will be made to illustrations in Part I as well as to illustrations in this part which start with Cover G.)

Part I in the August *Chronicle* told principally of the U. S. rates to the border and Canada rates beyond for mail going the *usual* routes to Upper and Lower Canada. Also discussed were letters that were "ordered" by the sender to secondary exchange offices, that is, exchange offices other than Queenston for Upper Canada and Montreal for Lower Canada.

The subjects for this second part are unusual rates, postal marks, and uses on cross border covers. Winthrop Boggs in his excellent book *The Postage Stamps and Postal History of Canada* gives the postage rates in British sterling. In the following table those rates have been converted to Canadian currency because those are the rates that appear in manuscript on 1847 covers.

Canada Rates Per Single ½ Ounce Letter  
January 4, 1844 to April 5, 1851

|                          |                             |
|--------------------------|-----------------------------|
| Up to 60 miles: 4½ pence | 100 to 200 miles: 9 pence   |
| 60 to 100 miles: 7 pence | 200 to 300 miles: 11½ pence |

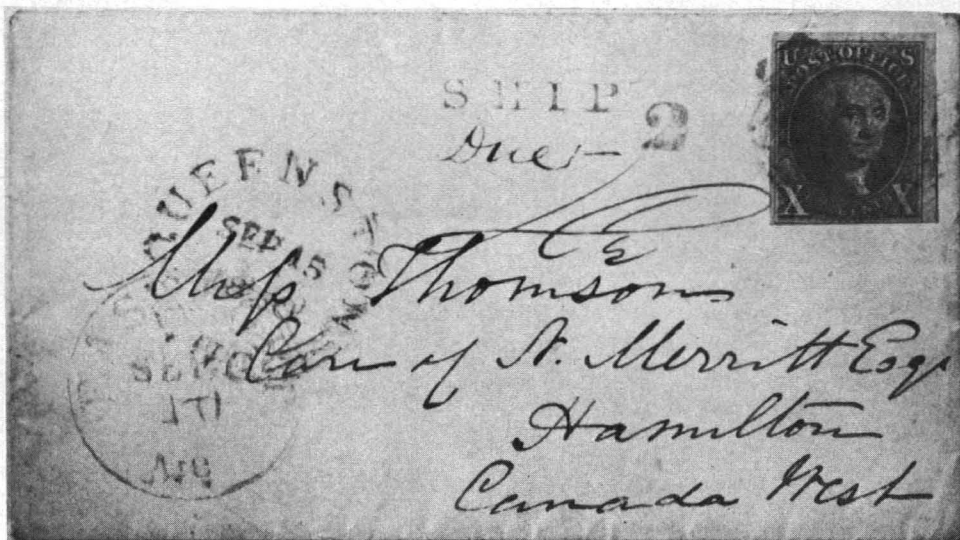
The postage due always appears on the front of a cover. By far the commonest rates are "4½" and "11½" (Covers A, B, C and D). Not included in the above table is "3", a rate marking seldom seen (Cover G). This "3" rate is so far listed on a few covers from New York to Kingston. They are addressed to T. W. Harper, the cashier of the Commercial Bank there. The Cape Vincent, N. Y., post office exchanged mail with Kingston. Even though these two border post offices were opposite each other they were far enough apart to require ferry service. The "3" pence is for the ferriage charge. (For a more detailed discussion of ferriage, see "The Cover Corner" in this issue.)



Cover G has the unusual "3" pence due marking for border ferriage from Cape Vincent, N. Y., to Kingston. The letter is from D. S. Kennedy in N. Y. C. to the Commercial Bank in Kingston.

Some of philately's masterpieces are covers with 1847 stamps used in Canada on letters addressed to D. S. Kennedy in New York (Cover L). Kennedy was the fiscal agent in New York for several Canadian banks. Cover G is a letter from Kennedy to a correspondent bank in Kingston. It's interesting to note that Mr. Kennedy used stamps on his letters to Canadian banks—at least part of the time—rather than paying cash and sending them stampless.

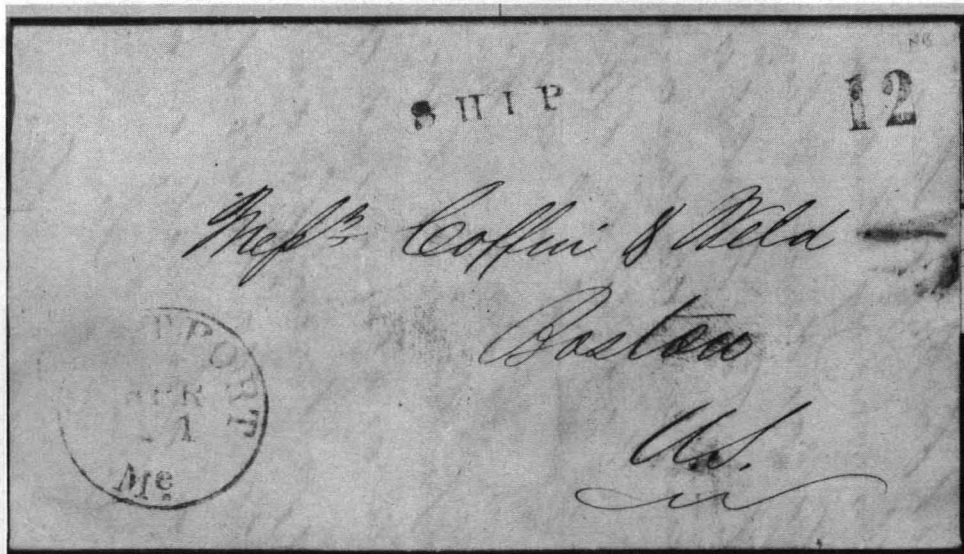
One of the most unusual covers to Canada is Cover H, postmarked Eastport, Me., and addressed to Hamilton, Canada West. Mail for Upper Canada was often directed to Canada West, as the terms are interchangeable. In addition



Cover H with the 10c '47 stamp may represent the same routing as stampless cover J. Both covers came into the Eastport, Me. post office where they were treated as ship letters with 2c for the ship's captain who delivered them into that post office. (Miss Ethel Harper's collection).

to the 10c stamp there is a manuscript "due" and a red handstamped "SHIP 2." This letter came into Eastport on a coastal ship and the captain received 2c from the Eastport post office for his service. Unfortunately the original letter is missing, but Eastport is just a port stop away from St. John, New Brunswick (see map). Carriage of mail by coastal vessels from ports in Maritimes was a common practice. The stamp was on the envelope before it reached the States and may represent a use of the '47 stamps from New Brunswick. If the letter had originated at Eastport there would not be the "due" and "SHIP 2" markings.

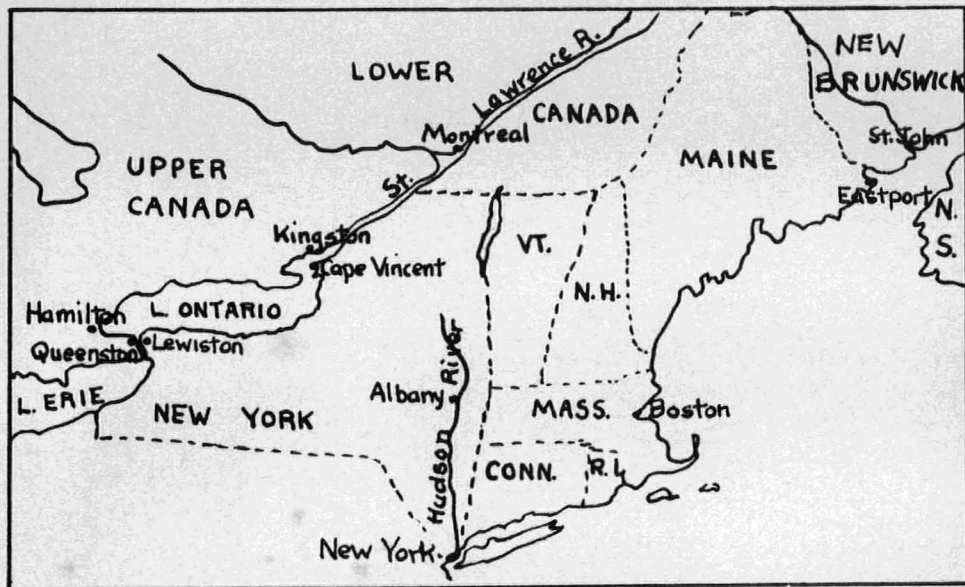
The Eastport postmaster showed the 2c paid to the ship's captain as a debit with the expectation that the post office at destination would collect it from the addressee. This plan worked perfectly as long as both the paying and receiving post offices were in the United States. At this time the U. S. and Canada postal systems had no agreement for exchanging debits and credits. The 2c fee was a loss to the U. S. even if the Hamilton post office collected it.



Cover J is datelined St. John, New Brunswick April 18, 1849. It has only the Eastport, Me. postmark because that is where it was handed in by the captain of the ship carrying it.

From Eastport the letter went overland to Lewiston, N. Y., where it was exchanged at Queenston, five days later on September 15, 1850. Hamilton is less than 60 miles from the border so the Canada postage due is shown by manuscript "4½". This choice cover was purchased in England by Miss Ethel Harper after it had found its way there from Canada many years ago. It's treasures such as this that make philatelic hunting sometimes very rewarding.

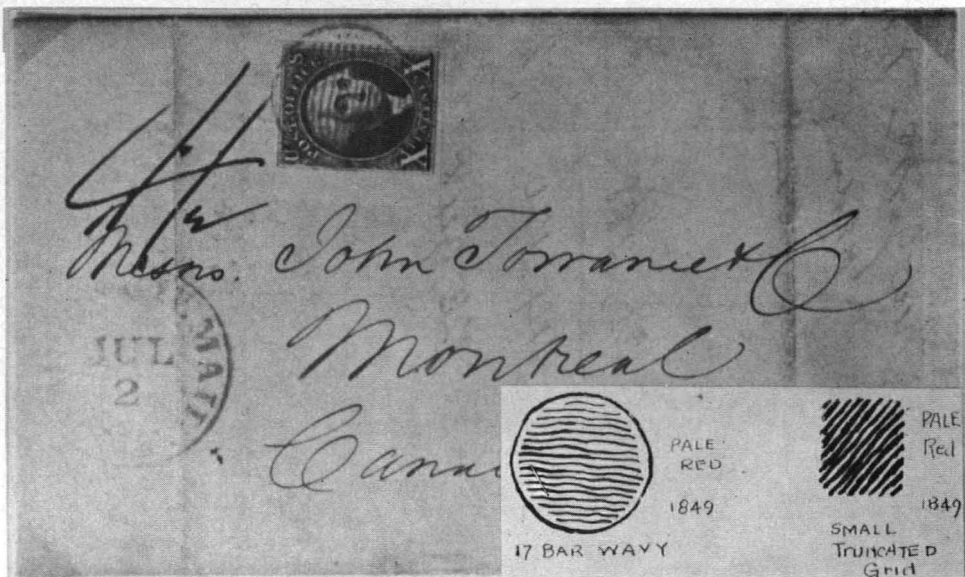
Stampless covers of this period are so much more plentiful than stamped, that frequently important postal information is available from them when other stamped covers may not exist. A stampless cover from St. John, New Brunswick to Eastport, Maine with the SHIP 12 is illustrated as Cover J. Here is the rate marking that the Harper cover would have received if the 10c '47 stamp had not been on the letter when it reached the Eastport post office. The stampless cover is addressed to Boston so that the Boston postmaster collected from the addressee the 2c ship fee paid out to the captain at Eastport.



Map of locations mentioned in the text.

Much mail to Canada originated in New York City and is addressed to Lower Canada, especially Montreal. The Hudson River was a main south to north waterway for mail to Lower Canada. There are three unusual postmarks associated with that waterway and all are known on covers to Canada as well as on domestic mail. The attractive and relatively scarce blue boxed TROY & N. YORK STEAMBOAT known on several domestic covers, is on at least three to Canada. The red handstamp "STEAM/BOAT" in two lines, fairly common on domestic letters, is also known on at least one cover to Canada. This postal marking, nearly always indistinctly struck, identifies the carrier of the letter as a *non-contract* Hudson River steamboat.

Markings used in conjunction with the "HUDSON RIV. MAIL" postmark also appear on covers to Canada. The distinctive wavy bar grid (Cover K) is on four covers to Montreal. This grid has 17 wavy bars enclosed in a circle and is so outstanding that it is just as readily recognized off cover as on. Stanley Ashbrook in his *Special Service* states that this grid was in use on the Hudson River Mail "for about six or eight months in 1849." He goes on to say that it "is believed to have been used by a route agent in the Express Mail Line on the Steamboat Route between New York City to Albany & Troy." The small chunky truncated grid which is extremely rare is known on only two covers, on one of which it cancels a 10c '47 to Toronto.



Cover K has the 17 wavy bar grid. The drawings (less than normal size) of that grid and the truncated grid are from Stanley B. Ashbrook's "Special Service." (Anne Boyd Lichtenstein Foundation Collection. Photo by Norm Scrivener).

From July 1, 1851, the first U. S. stamps were no longer valid for postage. However, they were redeemable for cash at post offices until September 30, 1851. Many stamps were redeemed or exchanged for the new denominations of 1851 stamps. The closing entry from the Official Record Book, dated September 5, 1851 signed by J. Marron, 3rd Ass't. Postmaster General shows this computation:

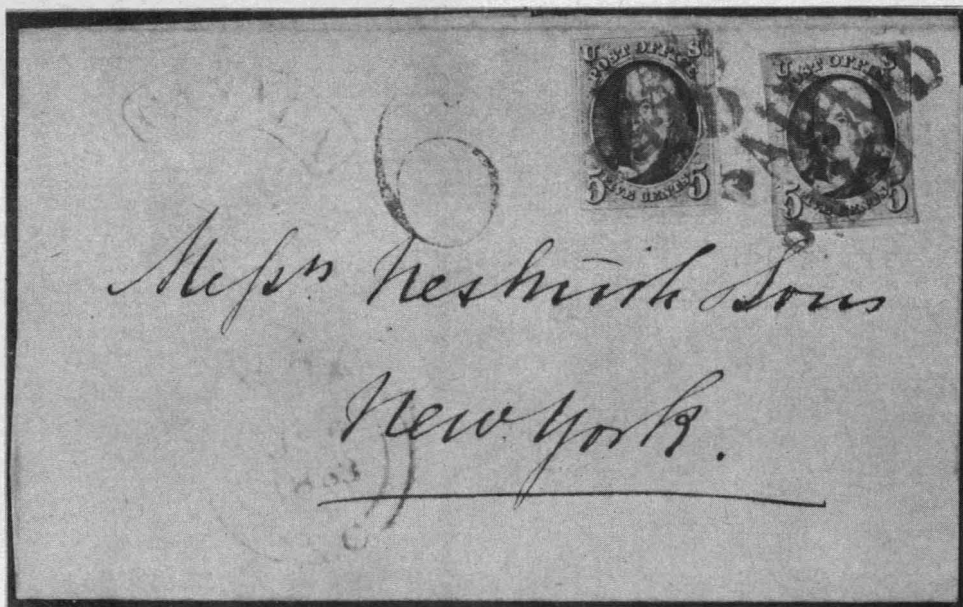
|                                                                            | <i>Tens</i> | <i>Fives</i> | <i>Amount</i> |
|----------------------------------------------------------------------------|-------------|--------------|---------------|
| Stamps on hand exclusive of those on hand in No. 3 which are also on hand. | 157,212     | 683,506      | \$49,896.50   |
| Stamps returned per statement No. 3 on hand.                               | 1,802       | 4,500        | 405.20        |



Cover L. This cover has a 10c 1847 stamp that was accepted as valid for postage by the Montreal post office. The N. Y. post office also recognized it as valid for United States postage (the curved PAID) even though the stamp was cancelled when it arrived there. (Stanley B. Ashbrook photo).

The stamps in statement No. 3 were ones that had been returned damaged during the prior four years. The September 5th date seems too early for a final entry because the last day for cash redemption was not until September 30th. Perhaps, September 5th was mistakenly written for October 5th which seems like a proper date to follow the September 30th deadline.

Many stamps which were not returned to the post offices were used for postage after June 30, 1851. The illogic of stamps being good for cash but not for postage resulted in the '47 stamps being accepted as valid for postage on what is termed "illegal late" uses. There are many (30 plus) domestic covers known with '47 stamps paying valid postage after July 1, but none of these are addressed to Canada. However, there are five genuine covers known with '47 stamps used from Canada on mail to the U. S. after July 1, 1851. The invalidation of the '47 stamps by the U. S. P. O. D. which was generally ignored in the States was not binding on residents of Canada anyway. Cover L is a cover from Canada with the U. S. stamps recognized by the Montreal post office as valid for postage—even for postage in Canada. This cover was first rated 6d due by handstamp, but on consideration this rating was struck over by a target cancel. When the letter was mailed July 28, 1851, the stamps could still be exchanged for cash but were no longer valid for postage. Cover M was posted April 6, 1853, when the stamps could no longer be redeemed for cash nor were they valid for postage. The Quebec post office did not recognize the stamps on this letter and rated the letter 6 pence due (or 10c). However, the New York post office accepted the stamps as valid for postage even at this very late date, as indicated by the New York "PAID."



Cover M. The Quebec post office did not recognize the two 5c stamps. A large 6 was struck to show 6 pence or 10c due. At New York the two fives were cancelled with the curved PAID to show that the 6 pence due was paid. The left stamp replaces an original one which has become lost.

I wonder what happened to the \$50,000 worth of stamps "on hand" September 5, 1851? Perhaps they are buried deep in the post office archives and will come to light someday just as the Carson City silver dollars have recently. The Carson City dollars are being offered by the Treasury Department at 35 times face. The "on hand" 1847 stamps, if ever found, would show a much higher return to the U. S. Postal Service than the "CC" silver dollars will do for the Treasury Department. So many 1847 stamps are certainly worth a search.

(To be continued)



**THE 1851-60 PERIOD**  
**THOMAS J. ALEXANDER, Editor**  
**DAVID T. BEALS III, Assoc. Editor**

**THREE CENT 1857 PERFORATED STAMPS (S4) FROM PLATE 10**

THOMAS J. ALEXANDER, R.A. 562

All of the 3c Type IIa stamps were produced by Plates 10 and 11, each of which exists in three states. Except for Plate 11 Late, they have all been reconstructed. At the time he wrote *The 3c Stamp of the United States 1851-1857 Issue*, Dr. Carroll Chase had not yet completed these reconstructions, and the details concerning the plate are consequently scattered through many articles published after the book appeared. In this series we will attempt to bring together what is known about the Type IIa plates and illustrate some of the outstanding varieties to be found on them.

**THE TYPE**

Plates 10 and 11 were the first two 3c plates made specifically to produce perforated stamps. The old plates which produced Type I stamps with four frame lines had very erratic spacing and alignment between the stamps. When run through the perforating machine with its perfectly regular setting of the perforating wheels, virtually every stamp from these plates was badly cut into by the perforations at some point.

The contractor solved this problem by substantially redesigning the plate. A new transfer roll of six reliefs was made to improve the vertical alignment. The top and bottom frame lines were trimmed from each of the reliefs to increase the vertical distance between stamps and the horizontal spacing was also increased slightly for the same reason.

Both the frame lines and inner lines on the die were faint and never transferred to the reliefs in a satisfactory manner. Because of this they were also very faint or non-existent on the plates. In the case of the Type I plates this required recutting all four frame lines and a great many inner lines.

Since the top and bottom frame lines had been deliberately removed on the new relief roll, it was only necessary to recut the vertical frame lines on the new plates. On Plates 10 and 11 this recutting was done exactly as it had been done on the Type I plates. These lines were drawn by hand from the top to the bottom of each stamp design, creating the distinctive "discontinuous" vertical frame lines characteristic of Type IIa stamps. On subsequent plates the vertical frame lines were "continuous" from the top of the top row stamps to the bottom of the bottom row stamps.

Only rarely on Plates 10 and 11 were any of the inner lines recut.

Plates 10 and 11, then, produced stamps with no top or bottom frame lines, with discontinuous vertical frame lines, and (with a few exceptions) no inner lines.

**PLATE 10 EARLY**

This plate was probably laid down early in July 1857. The earliest known date of use is July 11, 1857. It continued in use only until the spring of 1858, when it was taken out of production, softened and re-entered, creating Plate 10 Intermediate. It was in use such a short time because it was insufficiently hardened when originally made, producing badly worn impressions as early as December 1857.

Dr. Chase estimated that approximately 7,310,000 stamps were produced from this plate in its early state. All of the stamps are Type IIa.

The imprint is approximately 1½mm. from the left pane and about 2½mm. from the right pane. In October 1854, John W. Casilear, a well known artist, retired from the firm making the stamps and the firm's name was changed from Toppan, Carpenter, Casilear & Co. to Toppan, Carpenter & Co. However, it

was not until this plate was laid down in 1857 that an attempt was made to remove his name from the imprint. Imprints were added to the plates with a transfer roll taken up from a die in the same manner in which the stamps were transferred from a die to the plate. Rather than make a new die and transfer roll, the contractor used the old roll and attempted to eliminate Mr. Casilear's name by first rocking in the words "Toppan, Carpenter" and then shifting it to rock in the last words "& Co. BANK NOTE ENGRAVERS, Phila. New York. Boston & Cincinnati." This was never entirely successful on any of the plates where it was tried. In the case of Plate 10, the left imprint has what appears to be a colon in front of "&"; the right imprint has a period at this spot.

The plate number reads "N.<sup>o</sup> 10." It is about  $\frac{3}{8}$ mm. from the left imprint and about  $\frac{1}{8}$ mm. from the right imprint.

The two panes are quite close together. The distance from the right frame line of stamps in the tenth vertical row of the left pane to the left frame line of those in the first vertical row of the right pane is between  $1\frac{1}{4}$  and 2mm. This is only a little more than the horizontal distance between stamps in the same pane, about  $1\frac{1}{2}$ mm. The center line is single and is not quite evenly drawn between the two panes. It is somewhat closer to the right pane at the top and is closer to the left pane at the bottom. Because of this, and because of the uneven distance between the vertical frame lines and the stamp designs, the center line varies from a little over  $\frac{1}{2}$ mm. to a little under 1mm. from the stamps of either pane. The center line was lightly drawn and usually appears to be fainter than the adjoining frame lines. However, between positions 80L and 71R, and 90L and 81R it is just as heavy as the adjoining frame lines. There is a dot at the top of the frame line about on a level with the top of the diamond blocks of the adjoining stamps; the center line extends above this dot for an unknown distance.

As Dr. Chase has pointed out, both the spacing and alignment on this plate are quite good, and in comparison with that of the first nine plates, are models of regularity. He also observed that the alignment is somewhat odd in that nearly every vertical row is slightly higher than the one to its left.

The relief entries on this plate, as with all plates manufactured with the new relief transfer roll, were perfectly regular, the A relief entering the top row, the B relief the second row, the C relief the third and seventh rows, the D relief the fourth and eighth rows, the E relief the fifth and ninth rows, and the F relief the sixth and tenth rows.

In describing the guide dots on the Type II and IIa plates, Dr. Chase stated that such dots are found on the upper right corner of each top row stamp except for positions 10L and 10R. Many of these dots were obliterated by the stamp designs when the relief entries were made on the plates or by the recutting of the right frame line. On Plate 10 such dots are found on positions 10L and 10R. A peculiarity of the plate is that many of these dots fall exactly on the upper right corner of the upper right diamond block, giving this diamond block the appearance of a "horn" extending northeast of the block.

Extra dots were also applied to each plate on positions 1L and 1R, even with the top of the stamp and to the left of it. On 1R10<sup>e</sup> this dot falls squarely on the center line. The author has never seen a copy of 1L with sufficient margin on the left to show that stamp's extra dot, if it in fact exists.

As a general rule, guide dots were also placed on each plate to fall at the lower right corner of each stamp in the sixth horizontal row except positions 60L and 60R; a similar dot was placed to the left of the lower left corner of 51L. Plate 10 is again an exception to this general rule in that 60L does show a strong dot; the author has never seen a copy with the extra dot to the left on 51L. Just as in the case of guide dots on top row stamps, many of the dots in the sixth row have been obliterated by the stamp designs and possibly the recutting of the frame lines. It is also suspected that many copies have had their dots cut out by the perforation holes. The following are sixth row positions on which those dots have been observed: 55, 58, 60L; 53, 54, 58 and 59R.

## DAMAGED "A" RELIEFS

The top, or "A", relief on the new transfer roll was damaged prior to being used to enter any plates, and so the damage shows on every stamp in the top row of every plate from Plate 9 through Plate 28. It consists of a triangular blank space to the northwest of the lower left rosette and a smaller blank area to the northeast of the same rosette. It does not have exactly the same appearance on all plates, the difference probably being occasioned by the depth of the entry of the "A" relief on the plates. It was so pronounced on some plates that the contractor attempted to hide it by hand-engraving a simulated extension of the tessellated work above the rosette. This "repairing" of the damage normally consisted of a few dots or short dashes in the blank area and a light vertical line defining the left edge of the repair.

The treatment of Plate 10 by the engraver is very peculiar indeed, inasmuch as he repaired each damaged transfer on the right pane and none of those on the left pane. As can be seen from the illustrations of these positions, the damage on the left pane was not nearly as noticeable as that on the right, which is the reason for this selective repair.

## DOUBLE TRANSFERS

There are but two double transfers on Plate 10 Early, 5L and 1R. Both of them are slight.

## RECURTING

Recutting consisted of drawing both vertical frame lines from the top to the bottom of each stamp; in addition, one inner line was recut on 13 positions. Most of the frame lines are single and clean cut. Also, they are somewhat crooked, a characteristic which aids in distinguishing Type IIa stamps when the ends of the frame lines cannot be seen.

No Type IIa stamp has both inner lines recut. On Plate 10 Early, of the 13 recut inner lines, 12 are right inner lines: 5, 10, 18, 19, 24, 28, 44, 56, 67L; 17, 22, 60R. 79L has a recut inner line at left. As shown by the illustrations, these recut inner lines may carry the whole length of the adjoining tessellated work (or even extend further to the diamond blocks), or for a small portion of that length. As in the case of the frame lines, they are always more or less crooked.

## FLAWS

Only one flaw has been observed on this plate. 84R has a tiny diagonal line above the upper left diamond block touching the upper left corner of the top label.

*Editor's Note:* Illustrations will appear with the next instalment.

(To be continued)

## THE THREE CENT ISSUE OF 1851-1861: CONDENSED PLATING INFORMATION—ADDITIONS & CORRECTIONS

WILLIAM K. McDANIEL, R.A. 1128

The following are additions and corrections to the article of the above name which appeared in *Chronicle* 77:13:

| Variety | Plate | Position(s)                                  |
|---------|-------|----------------------------------------------|
| #6      | 3     | Should be 89 instead of 80L.                 |
| #12     | 1 (e) | 87L should be 86L.                           |
| #27     | 2 (1) | Add 26, 44, 48, 84L; 66R. 92R should be 99R. |

Previously unlisted recuts and positions are as follows:

|     |       |         |
|-----|-------|---------|
| #11 | 3     | 25L     |
| #17 | 5 (e) | 47R     |
|     | 5 (1) | 80L     |
| #23 | 2 (1) | 19L     |
| #29 | 0     | 62L (?) |
|     | 5     | 26L     |

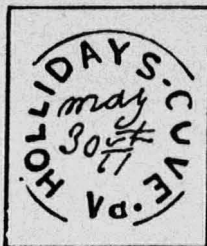
New combinations: #1+11+23+30: Position 19L2 (1).

## A STRANGE PLACE TO FIND VIRGINIA

W. T. WYNN, R.A. 268

Editor's Note: All of us acquire covers and stamps which at first glance appear to bear very mundane townmarks. This article is an example of the extensive background data that can be unearthed to embellish a collector's write-up and appreciation of such items. Similar information on every town can be gleaned from the old Federal Registers, Postal Guides and gazetteers. In addition, much data is available in the archives of the Postal Service. These can be searched personally or through the services of a professional researcher. If specific questions are directed to the Service, they will sometimes provide limited data direct.

While it is not normally the policy of the editorial staff to include articles of such limited interest, it is done here to illustrate what can be accomplished through the use of effort and imagination.



Near the east bank of the Ohio River, about 14 miles south of the northernmost boundary of the state, 35 miles west of Pittsburg, and across the river from Steubenville, Ohio, was a town named Holliday's Cove, in Brooke County, Virginia. Its post office was established on July 12, 1815, with Oliver Brown, Jr. as postmaster. For a time it ceased to function, being discontinued in September 1818, but was re-established on December 16, 1826, with the appointment of postmaster Robert Wylie. Since then, amid the swirl of numerous changes, it has continued to serve the community. On June 19, 1863, it became a part of West Virginia, when that area was admitted to the Union as a state. Subsequent to the separation of the western counties from Virginia, Holliday's Cove was also separated from Brooke County, becoming a part of Hancock County, the northernmost county of the state. On June 4, 1892, twenty-eight years after the inauguration of the Money Order System, this service was offered at Holliday's Cove. Post office listings show that the apostrophe was dropped from the name after 1898. The site of the post office was moved one mile to the southwest on February 8, 1918, and Hollidays Cove became a Presidential class post office on July 1, 1920. Nearly 133 years after its original establishment and 33 postmasters later, Hollidays Cove was discontinued on January 31, 1948. At that time, it became known as Cove Station, a classified station of that precocious youngster, Weirton, West Virginia.

Holliday's Cove undoubtedly used manuscript town and rate markings during its early years of operation. Later, it utilized several different straight-line townmarks, probably prepared from printer's type. Harry M. Konwiser reported such a marking measuring 34x3½mm, struck in black, which was used in the 1847-1851 period. Tracy W. Simpson, in *U. S. Postal Markings: 1851 to 1861*, lists two straight-line examples known to have been used on covers bearing either adhesive or embossed postage stamps during that decade. These are Holliday's Cove, Va./mss. D/ measuring 35x3 mm. and HOLLIDAYS COVE Va./mss. D/ measuring 38x2½mm. Third in the evolution of these identifying marks was the circular townmark, which was probably adopted in the latter part of the 1850's, or later. An example of the circular type is illustrated here. This well centered 26mm. black townmark contains the wording HOLLIDAYS-COVE/mss. May 30th 61/Va. and cancels a copy of the 3c 1851, Type I (*Scott's U. S. Catalogue Specialized #11*). This townmark is seldom seen because its period of use was short and the volume of mail handled by this post office was small. The postal receipts there for the year ending September 30, 1861, totaled only \$43.74, a figure which had changed very little in the preceding ten years. Perhaps the most interesting fact about this particular example is that it represents use of U. S. postage in a Confederate state, Virginia having

been admitted to the Confederacy on May 7, 1861. In spite of the fact that the dissident western counties met at Wheeling on May 13, 1861, to repudiate the act of secession by Virginia, and again at Wheeling on June 11, 1861, to "reorganize the government of Virginia," elect and send senators to Washington, it was not until June 19, 1863, that West Virginia became the thirty-fifth state of the Union. In addition, this is, of course, quite a late use of the imperforate 3c stamp.

Through openings and closings, the Civil War, changes in state and county identification, from extremely small to substantial postal receipts, from stage coach to modern transportation, and finally absorption into the Weirton-Steubenville urban complex, Holliday's Cove-Cove Station has had a long, eventful and useful life.

#### FORTS—CORRECTIONS

In Mr. Beals' article on forts which appeared in the last issue, the following changes should be made in captions of two of the illustrations:

Figure 13 should read "ADV struck in red" instead of "PAID struck in red."

Figure 14 should read "Marking newly reported on this issue."

#### THE SINGLE 12c STAMP OF THE 1851-1861 ISSUE ON COVER

THOMAS J. ALEXANDER, R.A. 562

Why the 12c stamp of 1851-61 was ever issued is something of a mystery. Although it was among the first denominations authorized, there was no 12c single rate (either domestic or foreign) in effect in the United States during its entire period of use. Because of this, the 12c is normally found on cover either in multiples (pairs paying the 24c rate to Great Britain predominating) or in combination with other denominations. A single copy used alone on cover is so unusual that in *Chronicle* 78:91 we asked our members to report examples in their collections. This note embodies the results of those reports as well as examples found in auction catalogues and other sources. The listing is no doubt far from complete, but the meagre results of this substantial search are sufficient to demonstrate the rarity of such covers.

There were but three ways in which a 12c stamp could be used alone to pay a full rate:

1. On a quadruple rate domestic letter travelling less than 3,000 miles.
2. Double the 6c rate to or from the Pacific coast from July 1, 1851, to March 31, 1855. Curiously, the only examples noted travelled from West to East. Since the rate was changed prior to perforation of the stamps, these exist only imperforate.
3. The single 10c rate from the Pacific coast from April 1, 1855, to demonetization, plus the 2c ship fee. So far, only covers used from Hawaii have been found prepaying this combination of rates. Mail carried on non-contract steamers on the California-New York run were apparently not charged the ship fee on the theory that they were carried between ports on a postal route. Covers prepaid with Hawaiian postage in stamps have been included since the remaining 12c U.S. stamp is still the only one on the covers prepaying U. S. postage.

Theoretically, two other uses in this category are possible. The rate to both British North America and Cuba during this period was 10c from the East Coast. If a cover originating outside the United States was routed to either of these countries, it would be charged the ship fee of 2c plus the 10c foreign rate. There are in fact two covers in the "Miscellaneous" list going to British North America bearing a single 12c. However, with no proof of their foreign origin, it must be assumed that these represent a 2c overpayment of the 10c rate.

Under the "Source" column is listed the name of the person making the report or other source from which the data was taken. Auction sales are noted by the name of the auction house and the date of the auction; R. A. S. is Robert A. Siegel, H. R. H. is H. R. Harmer, J. A. F. is John A. Fox.

| <i>Origin</i>            | <i>Destination</i>        | <i>Date</i> | <i>Addressee</i>                  | <i>Source</i>      | <i>Remarks</i>                                        |
|--------------------------|---------------------------|-------------|-----------------------------------|--------------------|-------------------------------------------------------|
| <b>1. QUADRUPLE RATE</b> |                           |             |                                   |                    |                                                       |
| <b>IMPERFORATE</b>       |                           |             |                                   |                    |                                                       |
| Boston                   | New York City             | 12-26-?     | Messrs. Maitland<br>Phelps Co.    | R. A. S. 5-21-58   |                                                       |
| Richmond, Va.            | Raleigh, N.C.             | ?-16-56     | _____ Fisher                      | R. A. S. 5-21-58   |                                                       |
| Cincinnati, O.           | Raleigh, Tenn.            | 8- 9-56     | ?                                 | H. R. H. 1-16-56   |                                                       |
| Huntingdon, Pa.          | Franklin, Pa.             | 10- 1-56    | ?                                 | H. R. H. 1-16-56   |                                                       |
| Philadelphia             | Providence, R.I.          | 8-28-54     | Messrs. Brown & Ives              | E. D. Cole         |                                                       |
| Worcester, Mass.         | Great Barrington<br>Ms.   | 8-22-?      | Mr. Henry T. Robbins              | E. D. Cole         |                                                       |
| New York City            | _____, Pa.                | ?           | Stephen Miller, Esq.              | R. A. S. 10-17-61  |                                                       |
| New Orleans              | St. Landry Parish,<br>La. | 5-22-?      | Clerk of the District Court       | T. J. Alexander    |                                                       |
| Urbana, _____            | Springfield, Ohio         | 8-?- 56     | Clerk, Court of Common<br>Pleas   | R. A. Siegel       |                                                       |
| Stockbridge, Mass.       | Ipswich, Mass.            | ?           | ?                                 | R. A. S. 5-21-58   |                                                       |
| Philadelphia             | Pottsville, Pa.           | 8-27-?      | C. Tower, Esq.                    | Gordon Vieth       |                                                       |
| Wilkesbarre, Pa.         | Philadelphia              | 1-24-?      | James Russell                     | T. J. Alexander    | Straight-line REGISTERED. Ms "5" for registry<br>fee. |
| <b>PERFORATED</b>        |                           |             |                                   |                    |                                                       |
| Mobile, Ala.             | New York City             | ?- ?-59     | Mrs. F. H. Chamberlain            | R. A. S. 5-21-58   | Battle House corner card.                             |
| Nashville, Tenn.         | Natchez, Miss.            | 10-31-60    | Circuit Clerk                     | A. Kolman          |                                                       |
| Pittsburg, Pa.           | Canfield, Ohio            | ?-?- 59     | Clerk of Court                    | H. S. Nowak        |                                                       |
| Hastings, M. T.          | Wilmington, Ohio          | 2- 6-60     | Clerk of Court of<br>Common Pleas | L. G. Brookman     | Used after statchood.                                 |
| Onandaga, N. Y.          | Wooster, Ohio             | ?           | Miss Mattie Hart<br>Larwell       | T. C. Brown        |                                                       |
| New Orleans              | Assumption<br>Parish, La. | 9-25-?      | Clerk of District Court           | Wm. Herzog         |                                                       |
| New Orleans, La.         | St. Martinsville,<br>La.  | 10-1?-59    | Clerk Judicial Court              | David T. Beals III | HELD FOR/POSTAGE in scroll.                           |

| <i>Origin</i>     | <i>Destination</i>     | <i>Date</i> | <i>Addressee</i>                   | <i>Source</i>   | <i>Remarks</i>                                                                                                                |
|-------------------|------------------------|-------------|------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------|
| Harrisonburg, Va. | Red River Co.,<br>Tex. | 9- 5-60     | Clerk of District Court            | Guy Prescott    |                                                                                                                               |
| Philadelphia      | New Orleans            | 1-18-59     | Mr. Samuel Jamison                 | T. J. Alexander |                                                                                                                               |
| Bloomfield, Pa.   | Gettysburg, Pa.        | 11-29-58    | Wm. McClean Esq.                   | P. E. Baker     |                                                                                                                               |
| Louisville, Ky.   | New York City          | 7-12-61     | Messrs. Galwey, Casado<br>& Teller | J. D. Kohlhepp  | This cover apparently originated in the South;<br>it bears a circular ADAMS EX. CO./JUL 11<br>1861/LOUISVILLE, KY. handstamp. |
| Keokuk, Iowa      | Burlington, Iowa       | 10- 2-59    | Crocker & Smythe                   | T. J. Alexander |                                                                                                                               |
| New Orleans       | Fulton, Missouri       | 4-30-59     | Clerk of the Callaway<br>Court     | T. J. Alexander |                                                                                                                               |

## 2. DOUBLE 6c RATE

### IMPERFORATE

|               |                 |         |                       |                  |                                                                             |
|---------------|-----------------|---------|-----------------------|------------------|-----------------------------------------------------------------------------|
| San Francisco | Boston          | 9- 1-53 | Messrs. Hall & Myrick | Knapp Col.       | Boxed Via Nicaragua handstamp and "STEAM SHIP".                             |
| San Francisco | New York City   | 4-14-54 | Messrs. (obliterated) | Knapp Col.       | Boxed Via Nicaragua handstamp and "STEAM SHIP".                             |
| San Francisco | New York City   | ?       | name obliterated      | H. R. H. 4-10-73 | This cover bears the same handstamps as above<br>and may be the same cover. |
| San Francisco | Cleveland, Ohio | ?-16-?  | Capt. Sol C. Swift    | Wm. Herzog       | Mss. "per John L. Stephens."                                                |
| San Francisco | ?               | 9- 9-?  | _____Hohman, Esq.     | H. R. H. 1-16-56 | Piece only; Via Nicaragua handstamp.                                        |

## 3. 10c RATE PLUS 2c SHIP FEE

### IMPERFORATE

|          |                        |         |                         |                  |                                         |
|----------|------------------------|---------|-------------------------|------------------|-----------------------------------------|
| Honolulu | Providence, R. I.      | 5- 1-56 | William H. Potter, Esq. | D. T. Beals III  | San Francisco town-mark dtd. 5-21-56.   |
| Honolulu | New Haven, Conn.       | 4- 8-?  | Mr. T. M. Coan          | R. A. S. 6-23-71 | San Fran. tmk dtd. 5-5-?.               |
| Honolulu | New York City          | ?       | Mrs. Mary P. Hazen      | R. A. S. 6-23-71 | San Fran. tmk dtd 9-28-60. Per "Comet." |
| Honolulu | South Hadley,<br>Mass. | 1-31-?  | Miss Mary E. Hastings   | Knapp Col.       | San Fran. tmk dtd. 2-20-?               |

| Origin            | Destination   | Date     | Addressee                     | Source         | Remarks                    |
|-------------------|---------------|----------|-------------------------------|----------------|----------------------------|
| <b>PERFORATED</b> |               |          |                               |                |                            |
| Honolulu          | Holmes Hole,— | 9- 9-61  | Capt. Mayhew Adams            | Gibson Col.    | San Fran. tmk dtd 9-30-61. |
| Honolulu (?)      | New York City | 11-21-60 | Messrs. Eugene<br>Kelly & Co. | Knapp Col.     | See below.                 |
| Honolulu (?)      | New York City | 11-10-?  | ?                             | S. B. Ashbrook | See below.                 |
| Honolulu (?)      | New York City | 11- 7-60 | D. Wallerstein Esq.           | S. B. Ashbrook | See below.                 |

These last three remarkable covers were all carried from West to East by the Pony Express. Both the Knapp auctioneer and Mr. Stanley B. Ashbrook, in *The United States One Cent Stamp of 1851-1857*, Vol. 2, pp. 287-8, believed that they had originated in Hawaii, even though there are no Hawaiian postal markings on them. Each bears the running Pony Express handstamp used at San Francisco, from which the dates given above are taken. The first cover also has a Central Overland California & Pikes Peak Express handstamp dated at St. Joseph, Missouri, on December 3, 1860. The second cover has a St. Joseph running pony handstamp on the back dated November 24. The last has a Central Overland California & Pikes Peak express handstamp used at St. Joseph dated November 18 as well as a St. Joseph townmark date November 20. In addition, it has an oval handstamp reading HEYNEMANN, PICK & Co./SAN FRANCISCO.

### 3a. 10c RATE PLUS 2c SHIP FEE WITH HAWAIIAN STAMPS

#### IMPERFORATE

|          |                        |          |                       |                  |                                                                                                                       |
|----------|------------------------|----------|-----------------------|------------------|-----------------------------------------------------------------------------------------------------------------------|
| Honolulu | Brooklyn, N. Y.        | 11-16-59 | Miss Almira Barton    | Knapp Col.       | 5c Hawaiian stamp. San Fran. tmk dtd 12-12-59.                                                                        |
| Honolulu | Sag Harbor,<br>N. Y.   | 12-28-55 | Wm. R. Post           | Knapp Col.       | 13c Hawaiian stamp. Forwarded. San Fran. tmk dtd 1-21-56. Origin Hilo. 12c applied over 5c Hawaiian stamp.            |
| Honolulu | Brooklyn, N. Y.        | 8-21-60  | Miss C. E. Murdock    | Knapp Col.       | 13c Hawaiian stamp. San Fran. tmk dtd 10-5-60.                                                                        |
| Honolulu | Brooklyn, N. Y.        | 4-12-?   | Miss C. E. Murdock    | Knapp Col.       | 5c Hawaiian stamp. 1860 or 1861.                                                                                      |
| Honolulu | Proctorsville, Vt.     | 2-28-61  | Mr. Kendall Taylor    | Knapp Col.       | 5c Hawaiian stamp. San Fran. tmk dtd 3-21-61.                                                                         |
| Honolulu | South Hadley,<br>Mass. | 5-24-?   | Miss Mary E. Hastings | Knapp Col.       | 5c Hawaiian stamp. San Fran. tmk dtd 6-20-?                                                                           |
| Honolulu | New Haven,<br>Conn.    | 10- 8-?  | Mr. T. M. Coan        | H. R. H. 10-8-57 | 5c Hawaiian stamp. San Fran. tmk dtd 11-1-?                                                                           |
| Honolulu | South Hadley,<br>Mass. | 12- 8-?  | Miss Mary E. Hastings | H. R. H. 10-8-57 | 5c Hawaiian stamp. San Fran. tmk dtd 1-5-?                                                                            |
| Honolulu | New Haven, Conn.       | 12-8-?   | Mr. T. M. Coan        | H. R. H. 10-8-57 | 5c Hawaiian stamp. San Fran. tmk dtd 1-5-?                                                                            |
| Honolulu | New Haven, Conn.       | 5-21-57  | Mr. T. M. Coan        | H. R. H. 10-8-57 | 13c Hawaiian stamp surcharged "5". San Fran. tmk dtd 6-20-57; New Haven tmk dtd 7-13-57; forwarded to Plymouth, Conn. |
| Honolulu | Buckland, Conn.        | 2-16-57  | Miss Gertrude Van—gen | H. R. H. 10-8-57 | 13c Hawaiian stamp surcharged "5". San Fran. tmk dtd 3-20.                                                            |



| <i>Origin</i> | <i>Destination</i>     | <i>Date</i> | <i>Addressee</i>        | <i>Source</i>    | <i>Remarks</i>                                                                     |
|---------------|------------------------|-------------|-------------------------|------------------|------------------------------------------------------------------------------------|
| Honolulu      | College Hill,<br>Ohio  | 10- 6-57    | Miss Mary E. Hastings   | H. R. H. 10-8-57 | 5c Hawaiian stamp. San Fran. tmk dtd 11-5-57.                                      |
| Honolulu      | _____, Conn.           | 3- 5-58     | ?                       | R. A. S. 5-19-70 | 5c Hawaiian stamp.                                                                 |
| Honolulu      | South Hadley,<br>Mass. | 4-21-?      | Miss Mary E. Hastings   | R. A. S. 6-23-71 | 5c Hawaiian stamp. San Fran. tmk dated 6-?-?.                                      |
| Honolulu      | Old Lyme, Conn.        | 1-27-58     | Mr. John Griswold       | D. T. Beals III  | 5c Hawaiian stamp. San Fran. tmk dtd 3-5-58.                                       |
| Honolulu      | Brooklyn, N. Y.        | 2-21-60     | Miss C. E. Murdock      | Meroni Col.      | 5c Hawaiian stamp. San Fran. tmk dtd 3-16-60.                                      |
| Honolulu      | ?                      | 11-26-60    | Miss C. E. Murdock      | Meroni Col.      | 5c Hawaiian stamp. San Fran. tmk dtd 1860.                                         |
| Honolulu      | College Hill, Ohio     | ?           | Miss Mary E. Hastings   | J. A. F. 3-18-64 | 5c Hawaiian stamp. May duplicate one of the covers above.                          |
| Honolulu      | New York<br>City       | 3-11-53 (?) | Cephas Brainerd, Esq.   | R. A. S. 5-20-69 | 13c Hawaiian stamp surcharged "5".                                                 |
| Honolulu      | Bakersville, Conn.     | ?           | Elias Wilcox, Esq.      | H. R. H. 1-14-64 | 13c Hawaiian stamp surcharged "5". San Fran. tmk dtd 7-20-?.                       |
| Honolulu      | Steels Tavern, Va.     | 3- ?-?      | Mrs. M. J. S. McLang    | R. A. S. 6-23-71 | 5c Hawaiian stamp. San Fran. tmk dtd 4-2?-?.                                       |
| Honolulu      | _____, Mass.           | 5- 2-61     | Sam Armstrong           | R. A. S. 6-23-71 | 5c Hawaiian stamp. Front only. San Fran. tmk dtd 5-21-61.                          |
| Honolulu      | New York City          | 5- ?-60     | Mr. Titus Munson        | R. A. S. 6-23-71 | 5c Hawaiian stamp. San Fran. tmk dtd 6-11-60.                                      |
| Honolulu      | Natchez, Miss.         | 5-21-57     | J. S. McMurray Esqr.    | S. B. Ashbrook   | 5c Hawaiian stamp.                                                                 |
| Honolulu      | Brooklyn, N. Y.        | 10- 3-59    | Miss Almira G. Barton   | S. B. Ashbrook   | 5c Hawaiian stamp. San Fran. tmk dtd 10-24-59.<br>Handstamp s.l. OVERLAND.         |
| Honolulu      | Brooklyn, N. Y.        | 5- 1-?      | Miss C. E. Murdock      | Gibson Col.      | 5c Hawaiian stamp. San Fran. tmk dtd 5-2?-6?.                                      |
| Honolulu      | Port Gibson, Miss.     | 9- 4-56     | Mrs. Ann B. Archer      | Gibson Col.      | Double—pr. 12c plus pr. Hawaiian 5c. Overpaid 2c as U. S. ship fee was per letter. |
| Honolulu      | Boston, Mass.          | ?           | Mrs. Lally Pitman       | Gibson Col.      | Hawaii 5c and 13c stamps. San Fran. tmk dtd 6-20-?.                                |
| Honolulu      | New York City          | 4- 5-56     | Mess. J. H. Brown & Co. | Meyer-Harris     | 13c Hawaiian stamp. Origin Hilo. San Fran. tmk dtd 5-5.                            |
| Honolulu      | New Haven, Conn.       | 4- 8-57     | T. M. Coan              | Meyer-Harris     | 13c Hawaiian stamp surcharged "5". San Fran. tmk dtd 5-5.                          |
| Honolulu      | New Haven, Conn.       | 5- 7-57     | T. M. Coan              | Meyer-Harris     | 13c Hawaiian stamp surcharged "5". San Fran. tmk dtd 6-3.                          |
| Honolulu      | New Haven, Conn.       | 6-27-57     | T. M. Coan              | Meyer-Harris     | 13c Hawaii surcharged "5". San Fran. tmk dtd 7-16.                                 |
| Honolulu      | Berlin, Mass.          | 6-27-57     | Miss Phebe A. Holder    | Meyer-Harris     | 13c Hawaii surcharged "5". San Fran. tmk dtd 7-20.                                 |
| Honolulu      | Penn Yan, N. Y.        | 8-31-57     | Ogden                   | Meyer-Harris     | 13c Hawaii surcharged "5". San Fran. tmk dtd 10-5.                                 |

| <i>Origin</i> | <i>Destination</i> | <i>Date</i> | <i>Addressee</i>   | <i>Source</i>    | <i>Remarks</i>                                                                                                 |
|---------------|--------------------|-------------|--------------------|------------------|----------------------------------------------------------------------------------------------------------------|
| Honolulu      | Brooklyn, N. Y.    | 3-14-61     | Miss C. E. Murdock | R. A. S. 11-6-70 | 5c Hawaiian stamp. Struck "SHIP" and "10". May be double letter short paid one rate. San Fran. tmk dtd 4-5-61. |

#### PERFORATED

|          |                 |         |                     |             |                                               |
|----------|-----------------|---------|---------------------|-------------|-----------------------------------------------|
| Honolulu | Brooklyn, N. Y. | 4-12-61 | Miss C. E. Murdock  | Knapp Col.  | 5c Hawaiian stamp. San Fran. tmk dtd 5-21-61. |
| Honolulu | ?               | 1-14-?  | Mr. Ralph D. Zublin | Meroni Col. | 5c Hawaiian stamp.                            |

#### 4. MISCELLANEOUS

|                    |                    |         |                           |                         |                                                             |
|--------------------|--------------------|---------|---------------------------|-------------------------|-------------------------------------------------------------|
| Boston             | San Francisco      | 5- 4-55 | Messrs. Macondray & Co.   | E. D. Cole              | Imperforate.                                                |
| Fall River, Mass.  | San Francisco      | 3-17-61 | Mr. Nathan D. Simons      | N. N. Caplan            | Perforated.                                                 |
| Richmond, Va.      | Halifax, N. S.     | ?       | Hare & Co. (?)            | R. A. S. 5-17-61        | Imperforate.                                                |
| San Francisco      | Beloit, Wisc.      | 9-13-60 | L. W. Perkins, Esq.       | R. A. S. 5-17-61        | Perforated. Mss. "Via Overland."                            |
| New York City      | Annapolis, N. S.   | 6- ?-?  | _____ Fortes & Co. (?)    | R. A. S. 5-21-58        | Handstamped "U. States" in curved arc over "C". Perforated. |
| San Francisco      | New York City      | 12-16-? | Charles H. Robinson, Esq. | S. M. Piller            | Imperforate.                                                |
| San Jose, Cal.     | ?                  | 6-25-?  | ?                         | S. Salkind & K. Bennett | Perforated on legal size envelope.                          |
| Boston             | San Francisco      | 4- 1-?  | Mess. Macondray           | Gibson Col.             | Imperforate.                                                |
| New York City      | San Francisco      | 11- 5-? | P. de la Torre            | Gibson Col.             | Perforated. Ocean Mail pmk.                                 |
| New Bedford, Mass. | San Francisco      | ?       | ?                         | R. A. S. 5-21-58        | Imperforate.                                                |
| San Francisco      | New Bedford, Mass. | ?       | ?                         | R. A. S. 5-21-58        | Imperforate.                                                |
| Lyme, Conn.        | Hawaii             | ?       | ?                         | R. A. S. 4-17-61        | Imperforate.                                                |

These 12 covers are placed in a "Miscellaneous" category either because they appear to be overpayments of a smaller than 12c rate or because it is not readily apparent which 12c rate was being paid. For instance, it is almost certain that covers 1, 2 and 4 to and from San Francisco represent 2c overpayments of the current 10c rate since all of them were mailed after the 6c Pacific coast rate was raised to 10c. The British North America covers have been discussed above. The sixth cover (from San Francisco to New York City) could be either a double 6c rate to the East coast or a letter that originated from Hawaii.

## CHASE'S 3c 1851 PLATING PHOTOS

Newer members are reminded that exact size photographs of Dr. Carroll Chase's reconstructions of the 13 imperforate plates of the 3c 1851 issue are available from the Smithsonian Institution. The price is \$2.00 per pane, or \$4.00 per plate with a 25c service charge per order regardless of the number of panes ordered. Cash should not be sent with the first inquiry since the Smithsonian requires a printed order blank to be completed. If you are interested in copies of these reconstructions, write to the Division of Philately and Postal History, Smithsonian Institution, Washington, D. C. 20560, requesting the order blank for Dr. Chase's reconstructions.

## U. S. POSTAL MARKINGS 1851-1861

The proposed revision of Mr. Tracy W. Simpson's book will expand the coverage of reported markings to include stampless mail. Ye Ed solicits from the membership Xerox copies of stampless covers bearing hitherto unreported markings used during this period. In sending reports, please include a note on the color in which the marking is struck, as well as the date of use (if known).

### Classified Advertising

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

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## CLASSIFIED ADVERTISING

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**WANTED:** Following 3c '57 positions: 8 R9(1); 95 L10(e); 17 R10(i); 64, 77 L10(1); 14, 59 R10(1); 5, 31, 70, 98 L11(e); 28, 77 R11(e); 31, 98, 99 L11(i); 28, 77 R11 (i); 5, 7 L11(1); 7, 8 L26; 1 L27. Will buy for cash, or generous trade from my extensive stock of duplicates. T. J. Alexander, 714 Commerce Bank Bldg., Kansas City, Mo. 64106.

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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### TEN-CENT 1869 COVERS FROM THE SHANGHAI CONSULAR POST OFFICE

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As part of my continuing interest in the U. S. 10c stamp of 1869, I have examined a number of covers bearing this stamp from the U. S. Consular Post Office in Shanghai. The accompanying chart describes 20 such covers—not a great number, but a fairly good cross section, given the scarcity of this material. Chronological listings of early covers, especially when backed up by a photographic record, are an invaluable tool to philatelists and to postal historians. For philatelists, such records provide strong protection against forgery, both past and future. They are also helpful in determining the relative scarcity of a given destination, rate or marking. For postal historians, such studies constitute an extremely important primary source. The postal historian seeks information that was once known and has since been forgotten. Documents such as postal treaties and postmaster general reports tell us much about what was supposed to have happened. But to learn what actually *did* happen, we must turn to the covers themselves. The study that follows, while necessarily limited in scope, permits us to make some generalizations about use of the 10c 1869 stamp at the Shanghai Consular Post Office, sheds light on some of the practices employed at the San Francisco receiving office during this period and, in a broader way, illuminates an interesting aspect of American postal history.

#### BACKGROUND

The decade of the 1860s brought tremendous improvements in communication between the U. S. and the Orient. To send a letter to China in the 1850s could cost over a dollar and take as long as three months. The covers from the Augustine Heard correspondence, replete with high values and multiples, show the cost and the difficulty of China correspondence during the 1850s and 1860s. By 1870, when this study begins, the transit time from the American East Coast to the Orient had been reduced to 35 days and the postage to 10c per half ounce.

At least part of these savings can be attributed to the lobbying efforts of the growing and influential American community in the Orient. When the transcontinental railroad was completed in May 1869, the railhead at San Francisco already connected to a transpacific steamship network, privately owned but subsidized by the U. S. Government. The steamship subsidy had been enacted in the closing days of the Civil War, by business-oriented Congressmen (the rural South was not then represented in Congress) who agreed that an expanded China trade would greatly benefit businessmen the nation over.<sup>1</sup> The American commercial and missionary communities in Shanghai, small but well connected to the centers of American power, endorsed the subsidy, which was enacted by Congress on February 15, 1865. The act authorized a ten-year contract with the Pacific Mail Steamship Company (at \$500,000 a year) to provide monthly service between San Francisco and the Orient.<sup>2</sup> By 1870, under this happy arrangement, the P. M. S. S. Co. was running four newly built paddle-wheelers on this route, names familiar to U. S. cover collectors: the *Great Republic*, *China*, *Japan*, and *America*.

According to Robert M. Spaulding, Jr., whose work has considerably furthered our knowledge of U. S. consular postal operations in Japan, the first scheduled Pacific mail crossing was in January 1867, "operating from San Francisco to Yokohama, then on to Hong Kong, with return via the same route. Beginning in July 1867, the P. M. S. S. Co. also operated a branch line from Yokohama to Nagasaki and on to Shanghai and return."<sup>3</sup>

The service was regular by 1868. The Postmaster General reported that "eleven round trips were performed [during the fiscal year ending June 30,

1869] by the steamers of the China and Japan line, the regular monthly service required by law having commenced in the month of August 1868, and subsequently maintained without interruption."<sup>4</sup>

During this period, American mails in Shanghai were supervised by the U. S. consul. Consular mail service had been provided earlier in Shanghai by the British, because there was no national postal service in China. There were fragmented local services, to be sure; but they were not interconnected, nor were they equipped to handle overseas correspondence.<sup>5</sup> The commercially minded U. S. Post Office—at the strong urging of the American community in Shanghai—had set up its own operation, using the U. S. consul because he was already there. The consular postal service connected the major Oriental ports and the U. S. and also provided service between these ports. An American in Shanghai, if he wanted to send a letter home, would go to the U. S. consulate, buy U. S. stamps and post the letter with the consul, who was officially acting as a mail agent and who would deliver the mail to a U. S. steamship under Congressional subsidy. The Shanghai consular postal operation was an early manifestation of America's historical ties with China, ties that are now in the process of being reconnected, thanks to President Nixon's diplomacy.

The U. S. postal operation in Shanghai persisted until 1923. When the American Post Office was finally forced to abandon its Shanghai operation, it was running one of the busiest and most efficient posts in the Celestial Empire, often handling 2000 bags a day.<sup>6</sup> (From this busier period date the Shanghai overprints on U. S. stamp types A140 and A148—Scott numbers K-1 through K-18.)

In its early days, the office was a much more modest operation. The U. S. had been represented by a consul in Shanghai since 1848,<sup>7</sup> but the consular post office didn't begin until 1867, when the Pacific Mail steamers began their scheduled crossings. The consul at this time was George F. Seward, a young man whose rise in the American foreign service was nothing short of meteoric. He had been appointed Shanghai consul on October 14, 1861—a few days before his 21st birthday. (By fortuitous coincidence, his uncle, William H. Seward, was then Secretary of State.) Nepotism notwithstanding, young Seward distinguished himself, becoming American ambassador to China in 1876. According to the *Dictionary of American Biography*, Seward authored several books on China, including one (in 1867) entitled *The United States Consulate in China*.

Also in 1867, in anticipation of the added burdens of running a post office, Willie P. Mangum was attached to Seward's staff, as vice-consul. And less than a month later, on June 14, 1867, Consul Seward was appointed official U. S. Postal Agent at Shanghai with instructions "to receive, distribute, deliver and dispatch mails conveyed to and from that port by United States mail packets plying between San Francisco and Shanghai, via Kanagawa [Yokohama]. All expenses to be borne by the consular department."<sup>8</sup> This was the legal genesis of the Shanghai consular post.

#### MARKINGS

I have not been able to determine the precise date on which the Shanghai consulate began its postal operations. It was sometime between June 14, 1867 (official date of Seward's appointment) and October 14 (when Vice-Consul Mangum acknowledged the appointment on Seward's behalf).<sup>9</sup> During late 1867 and early 1868, at least two different circular date-stamps were used on Shanghai consular mail. These very scarce markings identify the consul and show month, day and year. It seems likely that these were actually receiving stamps, not originally intended for postal use, but called into emergency duty after the consulate was designated a post office. One of them, dated November 27, 1867, is illustrated on page 25 of the *Twelfth Congress Book* (1946).

By May of 1868, another circular date-stamp, this one surely intended for postal purposes, had come into use. This is the well-known 27-millimeter circular, shown as Figure 1. The earliest known use of this marking is May 25, 1868.<sup>10</sup> It was continuously in use through late 1871, where this study ends, and was used for some years thereafter. As the illustration shows, this marking

continued the tradition of mentioning the consulate. But, unfortunately, the year was dropped.

Thirteen months after the consular post office was officially established, Congress attempted to close it—by way of expanding it into a general postal agency, to be administered and staffed by the Post Office Department, rather than by the Department of State. On June 27, 1868, Congress authorized the Postmaster General to set up “a general postal agency in Shanghai and such branch offices in China and Japan as shall in his judgment be necessary.”<sup>11</sup> Congress was once again reacting to pressures from the American community in Shanghai. The French by this time had an official nonconsular post office, and so did the British; the Americans wanted one, too. (An official post office would be able to handle money orders and registered mail, something the consular operation was forbidden to do.)

However, P. M. G. John Creswell was reluctant to act. Seward was doing a good job as postmaster, and the State Department was bearing at least some of the cost. Why should he act? In his annual report for 1869, Creswell wrote: “I have not considered it expedient, in the present condition of the service, to establish a general postal agency at Shanghai . . . as authorized by the 7th section of the act of July 27, 1868. The United States consuls at Shanghai . . . still continue to act, with the consent of the Department of State, as resident mail agents.”<sup>12</sup>

Here the argument died. Congress never responded to Creswell’s unwillingness to follow its wishes, and the Congressional mandate was ignored for 30 years. The Shanghai postal operation remained housed in the consular offices, under the supervision of the consul, until 1907.

#### COVERS

The biggest problem posed by the consular circular postmark is the lack of a year date. Ten-cent 1869 covers from Shanghai typically bear three distinct markings, none of which shows a year. The three markings are: (1) a crude black circle of wedges, sometimes surrounded by a border, used as a killer cancellation; (2) the black consular circular shown in Figure 1; and (3) a black circular San Francisco receiving mark (sometimes pink), also lacking a year date. Figure 2 shows the most frequently seen San Francisco receiving mark, though at least two other types were used during the period, none bearing a year date.



Figure 1. This circular date stamp was used at the U. S. Consular Post Office in Shanghai beginning in 1868. The lack of a year date causes difficulties.



Figure 2. The San Francisco receiving mark is the key to year-dating transpacific covers.

Only a few of these covers show non-postal evidence of a year date, such as docketing, dated contents or a business cachet. The absence of a year date is characteristic of transpacific covers from the early 1870s. Until recently it has not been possible to arrange them chronologically.

Thanks to the International Society for Japanese Philately, we can now assign year dates to most of these covers.<sup>13</sup> The key is the San Francisco receiving mark, which seems to have been applied on all overseas mail entering San Francisco. The marking (in one form or another) was certainly applied to covers from Shanghai. All 17 fully recorded covers in this study bear a San Francisco receiving mark. I. S. J. P. members poured through 100-year-old mercantile publications to find arrival dates for every vessel that called at San Francisco from Japan during this period. Given the infrequency of Pacific crossings at that time, this information alone is sufficient to assign a year date to most formerly undatable covers—a tremendous breakthrough.

The accompanying chart lists the covers chronologically. Month and day are from the consular circular, with year assigned on the basis of the I. S. J. P. work. In some instances (marked with an asterisk), the year date is confirmed by additional evidence. In other instances, the assigned year date is tentative, or at least arguable, because the assigned dates involve San Francisco receiving marks applied on Sundays. These Sunday date stamps are discussed in detail below because up until now it was thought that they did not exist. The four Sunday covers are indicated with the abbreviation "S" in the San Francisco date column. The big "Q" next to the assigned date is no challenge to genuineness, but simply indicates a cover I haven't personally examined. Collectors who possess such covers—and others not recorded here—are invited to contact me.

The dates in the right-hand columns are taken from the Shanghai and San Francisco date stamps. In every instance, both dates check with the I. S. J. P. monograph. Note that the two dates on each cover are now sufficient, on their own, to assign a year date. As an example, four covers bear the consular date JUL 12. Three of them show a San Francisco receiving mark of AUG 13 and the other shows AUG 14. Despite the identical consular dates, we now know that the July 12–August 13 covers represent usage in 1870, and the July 12–August 14 cover is from 1871. Unfortunately, only 13 crossings are represented in this study. The appearance of more covers would enable us to fill in more dates.



Figure 3. Earliest known use of a 10c 1869 from Shanghai—June 11, 1870.

As the chart shows, the earliest cover bearing a 10c stamp from Shanghai is dated June 11, 1870. Two covers exist from this date. The better one is shown as Figure 3. The existence of more than one cover from any given consular date should not surprise. Mails were made up monthly at the consulate, just before the steamship departed for Japan. Surely, this was when the consular date stamp was applied. A month's accumulation of mail thus bears the same date stamp, JUN 11 in this case. Twice-monthly crossings commenced in the summer of 1871. The first of these was the eastbound passage of the steamer *Alaska*, which reached San Francisco on September 1, 1871. A cover from this crossing, bearing a consular date of July 2<sup>d</sup>, [1871], is represented in this study.

The latest cover in the study dates from October 14, 1871. From these two bracketing dates, we can conclude that the 10c 1869 stamp was used at the

## U. S. 10C 1869 COVERS FROM THE SHANGHAI CONSULAR POST OFFICE

| <i>Assigned Date<br/>for Cover</i> | <i>Destination</i>   | <i>Stamps</i>                    | <i>Shanghai<br/>Date</i> | <i>San Francisco<br/>Date</i> |
|------------------------------------|----------------------|----------------------------------|--------------------------|-------------------------------|
| JUNE 11, 1870*                     | Chicago, Ill.        | 10c 1869                         | JUN 11                   | JUL 14                        |
| JUNE 11, 1870*                     | Longmeadow, Mass.    | 10c 1869                         | JUN 11                   | JUL 14                        |
| JULY 12, 1870                      | Lynn, Mass.          | 2 10c 1869s; double rate         | JUL 12                   | AUG 13                        |
| JULY 12, 1870                      | New York City        | 10c 1869                         | JUL 12                   | ?                             |
| JULY 12, 1870*                     | Boston, Mass.        | 10c 1869                         | JUL 12                   | AUG 13                        |
| Q SEPT 13, 1870                    | Jefferson, Iowa      | 10c 1869                         | SEP 13                   | OCT 17                        |
| SEPT 13, 1870                      | Hartford, Conn.      | 10c 1869                         | SEP 13                   | OCT 17                        |
| NOV 13, 1870*                      | Jefferson, Iowa      | 10c 1869                         | NOV 13                   | DEC 21                        |
| DEC 14, 1870                       | Jefferson, Iowa      | 10c 1869                         | DEC 14                   | JAN 18                        |
| JAN 14, 1871                       | Enon Valley, Pa.     | 2 30c 1869s, 1 10c; 7 times rate | JAN 14                   | FEB 17                        |
| MAR 13, 1871                       | Hayesville, Ohio     | 10c 1869                         | MAR 13                   | APR 16-S                      |
| Q APR 12, 1871*                    | Jefferson, Iowa      | 10c 1869                         | APR 12                   | MAY 14-S                      |
| Q APR 12, 1871                     | Collins Depot, Mass. | 10c 1869 with 10c grill (#96)    | APR 12                   | MAY 14-S                      |
| MAY 12, 1871                       | Smithfield, Pa.      | 10c 1869                         | MAY 12                   | JUN 13                        |
| JUNE 13, 1871                      | Bennington, Vt.      | 10c 1869                         | JUN 13                   | JUL 16-S                      |
| JULY 12, 1871                      | Jefferson, Iowa      | 10c 1869                         | JUL 12                   | AUG 14                        |
| JULY 2?, 1871                      | Smithfield, Pa.      | 10c 1869                         | JUL 2?                   | SEP 1                         |
| OCT 14, 1871                       | Harrisburg, N.Y.     | 10c 1869                         | OCT 14                   | NOV 16                        |
| Q ? ? ?                            | New York City        | 2 10c 1869s, horizontal pair     | ?                        | ?                             |
| Q ? ? ?                            | "Virginia"           | 2 10c 1869s, horizontal pair     | ?                        | ?                             |

Notes: Q = a cover the author has not personally examined. \* = assigned date confirmed by docketing or other evidence. S = a cover date stamped in San Francisco on a Sunday.



Shanghai consular post office for at least 16 months. Note that the stamp first went into use in Shanghai more than a year after it had appeared in the U. S. (Earliest known use of the 10c 1869 is April 1, 1869.) In fact, by the time the 10c 1869 stamp went into use in Shanghai, the entire 1869 series had been obsoleted, in the United States, by the Banknotes.

Of the 20 covers here represented, 15 are single rates, each bearing one copy of the 10c 1869. Four are double-rate covers (originally weighing ½-1 ounce), three of them bearing two copies of the 10c 1869. The fourth, which I have not seen, bears a single 10c 1869 and a single 10c grill (Scott 96). This was in the Knapp collection.

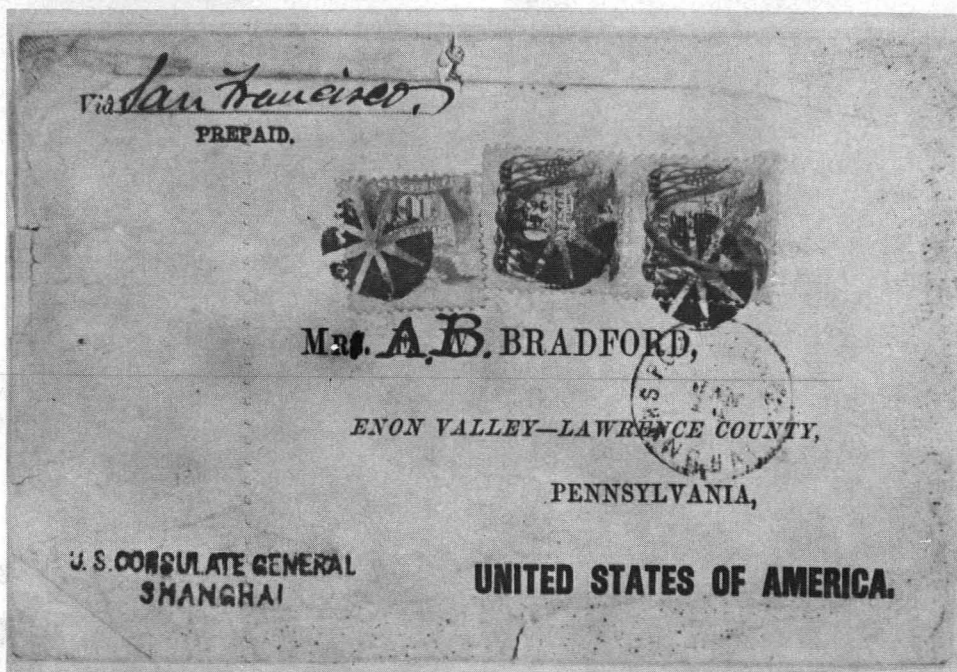


Figure 4. One of the premier covers in 1869 philately; a magnificent pair of the 30c 1869, along with a 10c, on a seven-times-rate cover from Shanghai to Pennsylvania. The consular date stamp reads JAN 14 [1871].

The remaining item is an oversized seven-times-rate cover (3-3½ ounces), with 70c postage paid by a single 10c and a magnificent pair of the 30c 1869. This cover, shown as Figure 4, is one of the great gems of 1869 philately. The owner recently refused \$10,000 for it. It bears a consular date of JAN 14 and a San Francisco receiving mark (on reverse) of FEB 17. This means the Shanghai markings were applied on January 14, 1871. The preprinted address and the straight-line consular marking at lower left suggest that this cover was mailed by Oliver Bradford, a friend of Seward's, who was in Shanghai at the time and who was appointed vice-consul two months later. He was subsequently forced to leave the consular service (convicted of tampering with the U. S. mails), but in good 19th century tradition, he landed on his feet, to gain a place in history as the builder of China's first (and ill-fated) railroad.<sup>14</sup>

#### KILLER TYPES

During the first three decades of its existence, the Shanghai consular post office used a number of killer devices which seem to have been carved from winecorks. Figure 5 shows three different varieties of these cork killers, all seen on covers in this study. Perhaps half a dozen earlier varieties exist, but these are not shown here because they have not been seen on 10c 1869 covers. Tracings from some of these earlier varieties were shown on page 137 of *Chronicle* No. 75. The cork used in these devices seems to have worn down very quickly, thus necessitating frequent replacement, and accounting for the wide varieties of strikes that seem to come from one single device. The two eight-wedge strikes

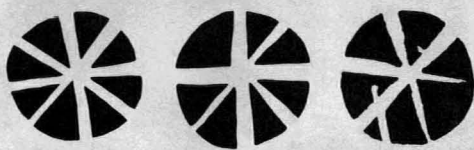


Figure 5. Some of the killer types seen on covers in this study.

shown in Figure 5, for example, may well have come from the same cancelling device. Other eight-wedge strikes show a border around the wedges. The six-wedge killer appears on only two covers in this study, and the two are dated seven months apart. I am tempted to draw some hasty generalizations from these few observations, but reflection suggests that generalizations should await a more thorough study of the Shanghai consular killers.

#### SUNDAY DATE STAMPS

Scholars have suggested that, prior to 1875, the San Francisco receiving mark was never applied on Sundays. Dr. Spaulding has written that "any year (before 1875) in which the [San Francisco] postmark date fell on Sunday can almost certainly be ruled out. In checking dozens of Pacific mail covers from this period, I have found many that arrived on Saturday but were not postmarked until Monday, and not one that has a Sunday postmark (regardless of arrival date) prior to 1875. At least in San Francisco . . . mail seems not to have postmarked on Sunday until 1875."<sup>15</sup>

The evidence of the 10c 1869 covers suggests otherwise. Four covers in this study, all apparently from the spring of 1871, bear San Francisco date stamps that cannot conveniently be placed unless one accepts Sunday date stamping.

Consider the cover with the assigned date of June 13, 1871. It bears a consular date of JUN 13 and a San Francisco date of JUL 16. Three different years can theoretically accommodate the July 16 San Francisco marking: 1870, 1871 and 1872. (The year 1869 is too early for this stamp, and 1873 is too late.) The steamer *China* arrived in San Francisco July 13, 1870; the *America* reached there July 15, 1871 and again on July 13, 1872. This study clearly eliminates 1870 as a possibility, because covers from the June-July 1870 crossing of the *China* with the year verified by other evidence (see chart) show another set of dates: June 11 in the consular circular and July 14 in the San Francisco marking. The year 1871 works very well: the *America* arrived July 15, and San Francisco markings applied one day after arrival are typical. However, July 16, 1871, was a Sunday.

The year 1872 is also a possibility, but this would make the cover fully eight months later than any other in the study. It would also have the mail arriving in San Francisco on a Saturday and not being stamped until the following Tuesday. Delays of this magnitude supposedly took place, but there is no evidence to support them for the period of this study. In fact, both the original documents and the covers themselves suggest strong pressures to assure the speediest possible transmittal of the mail. In those days the transpacific mail was the quickest way to send information from China. Given the intense commercial competition of the China trade, it is all but inconceivable that transpacific letters would be allowed to sit on ship for three days before being turned over to the San Francisco receiving office. Merchants were both too powerful and too well informed to permit this. The Government contract with the Pacific Mail Steamship Company expressly penalized dilatory conduct—mainly because the mails carried valuable information that any merchant could use for his profit, if he were to get it first. "Suitable fines shall be imposed . . . for setting up or running an express to transmit mails . . . or for transmitting . . . anyone engaged in transporting letters."<sup>16</sup>

The evidence of the covers themselves is equally compelling. If one accepts Sunday date-stamping, every cover in this study bears a San Francisco marking applied no more than one day after its ship's arrival. If one rules out Sunday dating, then all but four covers in this study bear day-of or day-after-arrival

date stamps. And these four, which would be similarly dated if one accepts Sunday dating, turn out (ruling out Sunday dating) to be date stamped three or even four days after their ship's arrival.

Even more persuasive is the evidence of one of the covers with the assigned date of April 12, 1871. Both covers from this date bear Shanghai consular dates of April 12 and San Francisco markings of May 14. One of them is from the Robinson correspondence, a large find of China missionary covers to Jefferson, Iowa, many of which were dated by their recipient, who noted on the envelope the month and year in which the contents were written. The cover under discussion bears the docketing notation "Apr 1871". Since the docketing on every other Robinson cover I have seen has proved accurate, I am inclined to accept the accuracy of this one, too. The steamer *Great Republic* arrived in San Francisco on May 13, 1871. The May 14 marking thus fits the day-after-arrival pattern that these covers seem to establish. But once again, May 14, 1871 was a Sunday. Usage in 1872 is impossible here, because the May steamer that year arrived after May 14. These covers could conceivably be assigned to 1870, when the *Japan* arrived on May 11. But this would have the mail arriving on a Wednesday and not being stamped until the following Saturday. Thus, to assign this cover to 1870 would fly in the face of both the commercial and the contractual realities of the transpacific mails. It would also deny the authenticity of a docketing notation from the large correspondence whose other notations have proved accurate. And it would place these covers several months earlier than any others in the study. Surely the Occam's Razor principle compels us to accept the existence of San Francisco Sunday markings, at least in the spring of 1871.

The remaining Sunday cover—submitted by Ryo Ishikawa, to whom I am indebted for sparking my thoughts on this question—has been tentatively assigned a date of March 13, 1871. It bears a Shanghai consular date of MAR 13 and a San Francisco date of APR 16. The year 1872 is impossible here, but the steamer *America* arrived in San Francisco on April 13, 1870 and again on April 15, 1871. If this cover is from 1870, it was date-stamped three days after arrival and is by three months the earliest cover in the study. Once again, 1871 usage seems more likely, even though April 16, 1871 was a Sunday. The appearance of other covers bearing Shanghai consular dates of March, April and June, would clear this matter up.

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#### Footnotes

<sup>1</sup> McKee, *The Ship Subsidy Question*; Hutchins, *American Maritime Industries*, pp. 528-532.

<sup>2</sup> 13 U. S. Stat. 430 (February 17, 1865).

<sup>3</sup> Spaulding, "The U. S. Post Office at Kobe (Hiogo)," *Japanese Philately*, October 1971, p. 199.

<sup>4</sup> *Postmaster General's Report*, 1869, p. 18.

<sup>5</sup> Koffsky, *Shanghai Postal Agency*, pp. 1-2.

<sup>6</sup> Riddell, *U. S. Postal Agency in Shanghai*, p. 3.

<sup>7</sup> I am indebted to Edwin S. Costrell, chief of the Historical Studies Division of the U. S. Department of State, for providing me with a listing of consular appointments to Shanghai through 1880. These records show that the first consular appointee was Caleb Lyon, who received his commission on February 15, 1847. However, according to the National Archives and Records Service (in a letter to me from Dr. Milton O. Gustafson, chief of the diplomatic branch of the Civil Archives Division), Lyon never went to his post. He resigned in Washington on April 17, 1848. On May 10, the commission was given to John N. A. Griswold. Griswold's first dispatch from Shanghai was dated October 10, 1848.

<sup>8</sup> Riddell, *op. cit.*, p. 4. The original instructions appear in the Postmaster General's Journal #63 (June 14, 1867), now in the National Archives. Koffsky's monograph—among other sources—indicates there is much question over who actually bore the cost of the Shanghai consular post office. If one is to believe the consular staff, they were paying for much of it out of their own pockets. In the 1890s, it was discovered that there had been no settlement of the Shanghai postal accounts for 16 years (Koffsky, p. 46).

<sup>9</sup> Koffsky, *op. cit.* p. 35. H. E. Lobdell, writing in the *Twelfth American Philatelic Congress Book* (p. 25) uses entirely different evidence to deduce an opening date, for the Shanghai consular post office, of August 3, 1867.

<sup>10</sup> Graham, "China and Japan Steam Service," *Chronicle* No. 73, p. 28.

<sup>11</sup> Riddell, *op. cit.*, p. 4.

<sup>12</sup> *Postmaster General's Report*, 1869, p. 18.

<sup>13</sup> Halliburton, Roger and Spaulding, *Pacific Crossings from Japan, 1858-1879*, International Society for Japanese Philately, Inc., Monograph #3, December 1969.

<sup>14</sup> Koffsky, *op. cit.*, p. 11; *Dictionary of American Biography*, Vol. 8, pp. 613-614.

<sup>15</sup> Halliburton, Roger and Spaulding, *op. cit.* p. 6.

<sup>16</sup> Lobdell, *op. cit.*, p. 16, citing P. M. G. reports for 1865 and 1866.

#### BIBLIOGRAPHY

A comprehensive bibliography on the transpacific mails has yet to be compiled. A worthy beginning can be found in *Chronicle* No. 73, page 28. One of the sources cited there—Lobdell's "Beginnings of Scheduled Trans-Pacific Mail", published in the *Twelfth Congress Book*—is richly annotated and highly recommended. To these sources should be added the following works, more directly related to the Shanghai Consular Post Office:

Riddell, John D., *The U. S. Postal Agency in Shanghai, China*; undated monograph published in London. This gives a brief history of the U. S. postal operation in China, along with tracings of 25 different markings (no killers) used there between 1868 and 1921.

Koffsky, Peter L., *The Consul General's Shanghai Postal Agency, 1867-1907*; Smithsonian Institution Press, 1972.

Seward, George F., *The United States Consulate in China* (1867). The existence of this book is mentioned in the *Dictionary of American Biography*, but I have not been able to locate a copy.

Pollard, W. Scott, "Mail Service to China and Japan in the Nineteenth Century," *Western Express*, June 1965.

On the subject of the transpacific steamship subsidy, a political *cause célèbre* during the 1860s and 1870s, these two books are useful:

Hutchins, John G. B., *The American Maritime Industries and Public Policy, 1789-1914*; Harvard University Press, 1941.

McKee, Marguerite M., *The Ship Subsidy Question in United States Politics*. This is a master's thesis published in *Smith College Studies in History*, Volume VII, Number I, October 1922; Northampton, Mass.

There are also a number of Congressional documents relating to the transpacific mails. Many of them were not consulted in the preparation of this article, but the full list is included here for the record.

#### Statutes:

13 U. S. Stat. 93 (May 28, 1864)—Act of Congress authorizing subsidy for the Brazilian steamship service.

13 U. S. Stat. 430 (February 17, 1865)—Act of Congress authorizing subsidy for the transpacific steamship service.

14 U. S. Stat. 394 (February 18, 1867)—Amending previous act by allowing steamers not to stop at Hawaii.

14 U. S. Stat. 543 (March 2, 1867)—Act of Congress authorizing subsidy for the Hawaiian steamship service.

17 U. S. Stat. 201 (June 1, 1872)—Act of Congress expanding transpacific steamship subsidy.

#### Congressional Reports:

*Report of the Senate Committee on Post Offices and Post Roads on the Ocean Mail Steamship Services Between the United States and China* (1866), Senate Report 116, 39 Congress, 1 Session.

*Report of the House Committee on Commerce on American Shipbuilding and the China Mail Service* (1874), House Report 782, 43 Congress, 1 Session.

*Report of the Senate Committee on Commerce on Additional Subsidy for the Pacific Mail Company* (1874), Senate Report 286, 43 Congress, 1 Session.

*Report of the House Committee on Ways and Means on the China Mail Service* (1875), House Report 268, 43 Congress, 2 Session.

*Memorial of the Pacific Mail Steamship Company* (1875), Senate Miscellaneous Document #83, 43 Congress, 2 Session.

*Report of the House Committee on Post Offices and Post Roads on the Pacific Mail Steamship Company* (1875), House Report 598, 43 Congress, 3 Session.

*Resolution of the Legislature of California Requesting Congress to Oppose Any Further Subsidy to the Pacific Mail Company* (1875), House Miscellaneous Document #213, 43 Congress, 3 Session.

#### EDITORIAL

In this issue of the *Chronicle*, the 1861 section is mainly devoted to Michael Laurence's story of the use of the U. S. 10c 1869 stamp from Shanghai. As with the Period Editor's examination of the China and Japan Steam Service markings, this research was not possible until after publication of *Pacific Crossings from Japan, 1858-79*, by W. H. Halliburton, Conrad Roger and, (mainly) Robert M. Spaulding, Jr. In this brochure, the latter indicated that the well known cover, attributed to the J. David Baker collection, from Japan and bearing thirteen copies of the U. S. 2c 1869 stamp, dated from 1870 rather than 1869 as heretofore believed. The cover is addressed to Rhenish Prussia and if mailed in 1869, it represents a 1c overpayment; but in 1870 the 26c in stamps represented

a 6c overpayment. On this basis, the late Stanley B. Ashbrook, who had dated the cover, placed it as being an 1869 usage. Dr. Spaulding noted, "One does not lightly disagree with an Ashbrook verdict, but in my opinion the evidence is overwhelmingly against 1869 and in favor of 1870 for this cover."

We can paraphrase Dr. Spaulding's remark concerning Ashbrook, and state that one does not lightly disagree with a Spaulding verdict, either. In his article, however, Michael Laurence has disagreed with regards to a statement made by Spaulding in *Pacific Crossings* to the effect that "any year (before 1875) in which the [San Francisco] *postmark* date fell on Sunday can almost certainly be ruled out." Laurence proves several 1870 Sunday dates valid.

The Period Editor must state that, just as he believes Spaulding with regard to the 1870 date of the 2c 1869 cover, so he also believes Laurence, and feels the probability of Laurence's being correct is very high. In both cases, we can only go with evidence plus a logical interpretation. As Elliott Perry often wrote, facts are stubborn.

We do agree with Dr. Spaulding's no Sunday postmark theory for the years 1867 through 1869.

R. B. Graham

### A JOHN WILKES BOOTH COVER

The assassination of Abraham Lincoln occurred with Booth's shooting of Lincoln at Ford's Theatre on the night of April 14th, 1865, Lincoln dying the following morning. Booth escaped southward, through Prince Georges and Charles counties of Maryland, hiding out on the Thomas Jones farm in the latter county until the 21st and finally getting across the Potomac on Sunday, April 23rd. He was discovered and shot either by himself or by army troops on April 26th. Booth's death culminated a vast hue and cry, which included rewards totalling \$100,000 for all the conspirators, among whom several other people were involved. The story of Booth's flight and death have been reviewed many times, and it is sufficient to note that as much attention was given by the nation to this affair at that time as to the attempt to capture Jefferson Davis and other prominent members of the Confederate government.

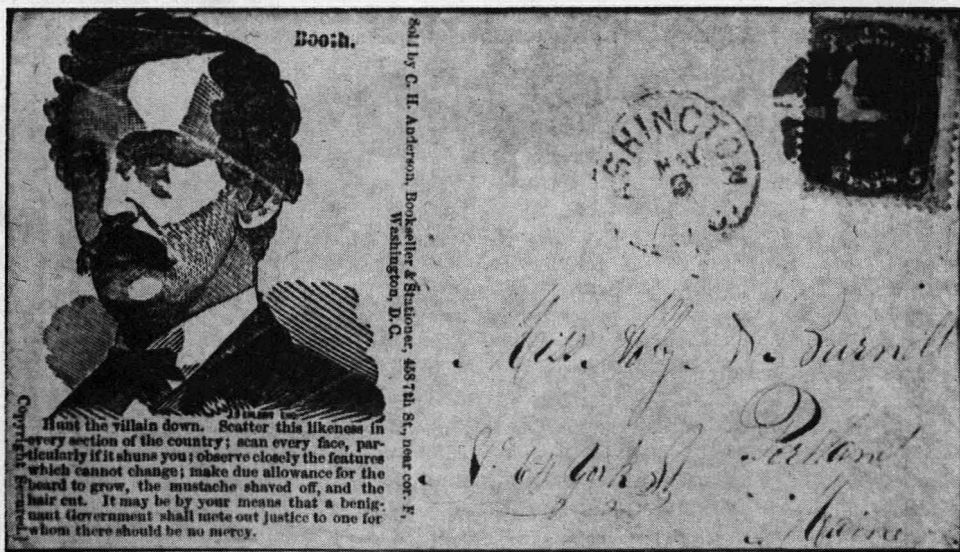


Figure A.  
Cover with picture of John Wilkes Booth, urging his capture, used from Washington, D. C. May 6, 1865. Courtesy Floyd Risvold.

The cover shown in Figure A is very unusual in that it is a corner card version of a "wanted" poster for Booth. Used from Washington on May 6, this

use was within ten days of Booth's death. It should be noted that, although the story of Booth's death was made public, uncertainties of whether he actually shot himself (most probable) or was killed by a pistol shot from army sergeant Boston Corbett were speedily converted into public doubts that it was actually Booth himself who was killed. In May 1865, and for many years after, many people believed that Booth escaped, so use of such a cover after Booth's death does not seem illogical.

The Booth portrait and all printing are in black, and it is of interest that the Washington bookseller and stationer who printed the cover, one C. H. Anderson, had the design copyrighted.

This is certainly a most unusual application of the corner card and patriotic envelope idea, and we wish to thank the owner, Floyd Risvold, both for showing us the cover and providing the photo.

#### Bibliography

- Jones, Thomas A., *J. Wilkes Booth*, Laird and Lee, Chicago, 1893.  
Fowler, Robert H., "The Search for Booth," section in *Album of the Lincoln Murder*, special edition of *Civil War Times, Illustrated*, July, 1965; Historical Times Publishing Co., Gettysburg, Pa.

#### DO YOU WANT TO BUY, SELL, OR SWAP?

Try a "Classified" advertisement in *The Chronicle*. Send your copy to the advertising manager, Mr. Clifford L. Friend, 8081 Aquadale Drive, Boardman, Ohio 44512.

Remit at the rate of 50c per line (40 letters or spaces) when you send your copy. Deadline, December 15, 1973 for next issue.

## U.S. Postal History

— ON and OFF COVER —

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3c 1851 & BANK NOTES to 1890

APPROVALS GLADLY SENT TO  
U.S.P.C.S. MEMBERS

**The Old Pueblo  
Stamp & Coin Shop**

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## 1847-1869 ISSUES

STAMPS, CANCELS,  
COVERS

**ALWAYS IN STOCK**

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

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

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263 White Oak Ridge Road  
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Charter member of U.S.  
Philatelic Classics Society

## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

### KICKING MULE CANCELLATIONS

What possible connection could there be between philately and a beast of burden that regularly pulled an eccentric business man's delivery cart up and down the hilly streets of San Francisco almost a century ago?

If you know the answer to that silly-sounding question you are almost surely a collector of the American Bank Note Company soft paper issues. Also you evidently have a keen interest in the Kicking Mule cancellations used in the 1880s and later by five small town Pacific Coast post offices: Port Townsend and Neah Bay in Washington; Forbestown, Goleta, and Susanville in California. Only a Kicking Mule aficionado is likely to know this off-beat canceller was a direct descendant of the delivery cart's flesh and blood mule.

The cart and mule were owned by C. A. Klinkner, an individualist who manufactured and sold, among other metal and rubber marking devices, a line of post office handstamps. Klinkner was locally noted for spectacular oddball schemes to attract attention to his wares. Most of his oddball efforts involved using his delivery cart as a moving signboard. As an extra eye-catcher, he frequently topped it off with a real live monkey, parrot, or dog bedecked with additional advertising signs.

Always the cart was drawn by a mule, usually white. Occasionally, however, the animal was literally dyed to match the season: green for St. Patrick's Day, red-white-and-blue for Independence Day, and so forth. Whenever a downtown San Franciscan sighted the mule-drawn outfit, he was presumably reminded to buy rubber stamps, notarial seals, metal signs, or whatever. Apparently this unorthodox publicity was effective. Klinkner was always prosperous.

The sole known surviving copy of a Klinkner catalog is the 1890 edition, which illustrates the Kicking Mule handstamp. Previous editions doubtless listed the same device, for Port Townsend owned and used his Kicking Mule canceller as early as mid-1880.

His 1890 catalog shows not only a reproduction of the Kicking Mule, but also a duplex handstamp simulation that combines the Mule with the townmark of a non-existent post office which he—typically—named Klinknerville, California. This touch was a left-handed attempt to reinforce his persistent but uniformly unsuccessful campaign to foist his name upon Emeryville, an Oakland suburb where he lived and dabbled in real estate. He never quit trying!

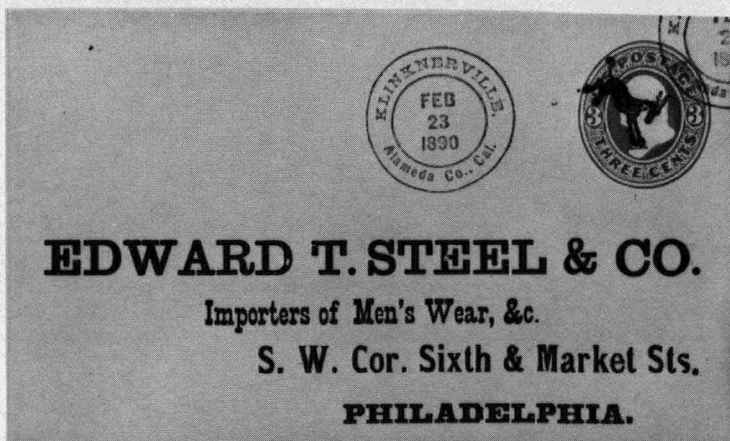


Figure 1  
Klinknerville cover.

A cover recently came to light with the identical Klinknerville postmark, date and killer, (*Figure 1*). Its origin must remain highly suspect since it pre-

cisely duplicates the 1890 catalog illustration as shown in a 1960 stamp magazine. That Klinknerville cover became known some while after 1960. At best it may have been made either as a genuine commercial sample or, even less probably, as a favor for a philatelic friend. At worst. . .? ?

William Henry Harrison Learned, postmaster at Port Townsend in 1880, was the first to use the Kicking Mule canceller probably in July of that year. It is therefore remarkable that the first published record of this cancellation apparently did not come until twenty years later. In March 1900 the *Virginia Philatelist*, edited by the eminent philatelic student, August Dietz, printed an excellent tracing of the Mule along with the following item:

#### A Unique Cancellation

From Port Townsend, Wash., comes the most unique postal cancellation we have ever seen. It consists of three stampeding mules, and the envelope bearing these novel postmarks is a veritable little curio. Probably the State of Washington is thus immortalizing the American mules that stampeded at Ladysmith.

Dietz thus refers to the siege of Ladysmith in the Boer War, where the British Army suffered a disastrous defeat when the mules pulling the heavy guns stampeded at the first sound of battle. The British had purchased many of their mules in the United States, and Port Townsend was one point from which they were shipped to South Africa. The cover that inspired the Dietz news item is shown as *Figure 2*. The cancelling device struck on that cover is not the original Mule as used during the Bank Note period from 1880 to 1890. Instead it is identified as the Second Series Mule, a canceller not attached to a postmark.

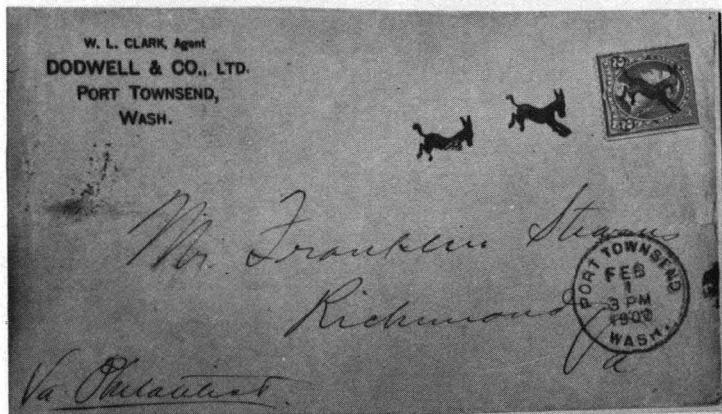


Figure 2  
Dietz cover.

A. F. Learned, postmaster of Port Townsend from 1900 to 1914, used this newly acquired killer to cancel postage due stamps and the postage on registered letters. He also cancelled, apparently as philatelic favors, numerous covers and some off-cover stamps with the Kicking Mule. *Figure 3* shows four different American Bank Note stamps on piece, all issued between 1881 and 1888 but cancelled with the Second Series Mule not earlier than 1900. This item would clearly seem to be philatelically inspired.



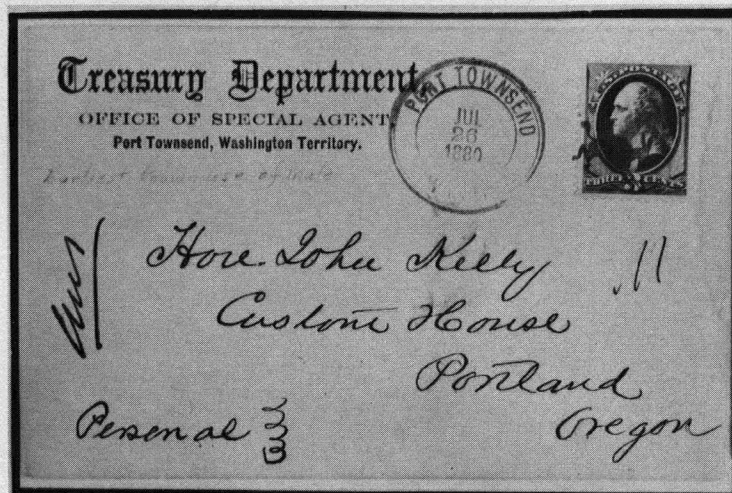
Figure 3  
Second Series Mule on Banknote Issues.



Collection and study of the American Bank Note Company soft paper issues and their postal markings have been less popular and so have produced less research literature than the National and Continental hard paper stamps and their markings. This is largely because in the 1880s standardized markings were steadily displacing such interesting fancy cancellations as the New York Foreign Mails and the Waterbury series of the 1870s, hence there seemed to be less to study and write about.

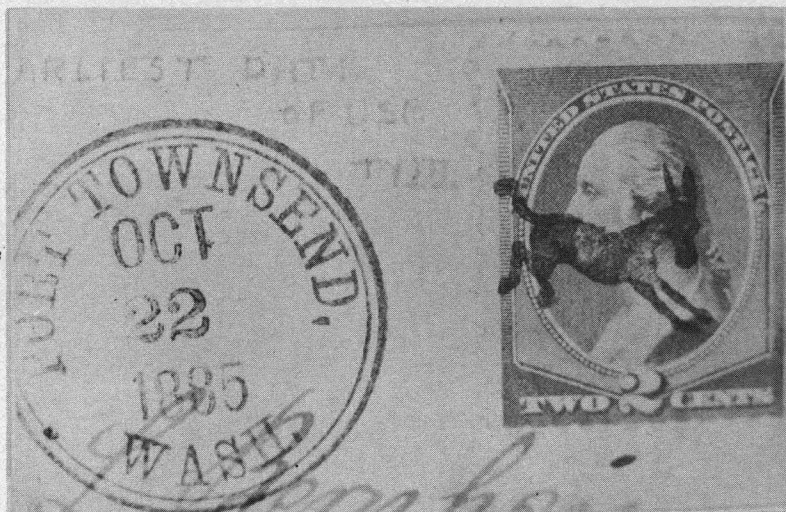
The Kicking Mule cancellations are spectacular exceptions to that trend toward the commonplace. Because they are so unusual, they were intensively collected and meticulously studied by Lee H. Cornell, a distinguished philatelist of Wichita, Kansas. In 1949 he published *The Tale of the Kicking Mule*, a well written, fascinating handbook that documents his numerous discoveries and summarizes all other significant facts then available.

**Figure 4**  
Earliest recorded use of  
Kicking Mule.



The earliest use recorded in Cornell's handbook was July 26, 1880, from Port Townsend. A cover of that date franked by a 3c Green of 1879 is shown as *Figure 4*. An official cover exists carrying the same date and the same Port Townsend postmark but without a stamp and without the Mule. This was long taken to indicate that the Mule device was attached to the postmark on July 26, 1880. Recently, however, a Xerox picture of a Port Townsend Kicking Mule cover of July 19, 1880, has been seen. When the cover itself can be examined, it seems likely that it will prove genuinely used on that earlier date.

**Figure 5**  
Earliest recorded use of  
Port Townsend Type III  
Mule.



Port Townsend produced by far the greatest number of Kicking Mule items. Also it created three distinct types of this cancellation. The Mule is identical in the three types, but each type was used only when attached to its own particular circular townmark. These are known as Types I, II and III in order of dates when used. *Figure 4* is a Type I Mule. *Figure 5* illustrates the earliest known date of use of a Type III Mule. Each of the other four Mule post offices used just its own single type of town circle. Examples of the Forbestown and Goleta Mules are illustrated in *Figures 6* and *7* respectively.

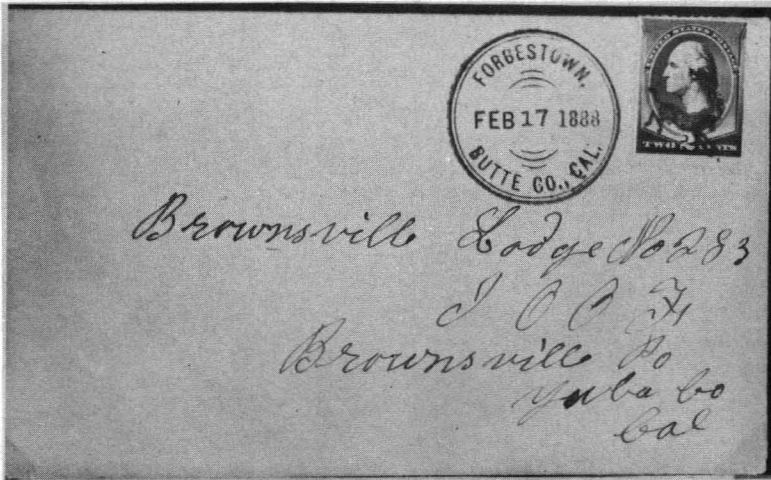


Figure 6  
Forbestown Mule.

Although all of the Mule cancelling devices apparently were made from Klinkner's single original die, an off-cover strike can be assigned with certainty to its proper type designation if even a small part of the postmark circle shows. In each instance the tell-tale characteristic is the distance from the Mule's hind hoof to the closest point on the postmark, which differs for each of the seven types of Mules, except Port Townsend Type II and Neah Bay. That measurement can also be important as one method for identifying fake Mules; some dangerous forgeries exist. Table I shows the critical distance of each genuine type of First Series Mule cancellations, and its known period of use.

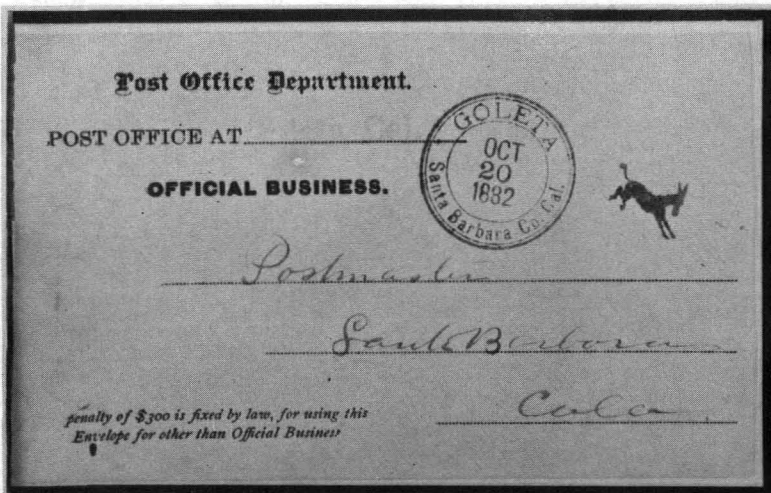


Figure 7  
Goleta Mule.

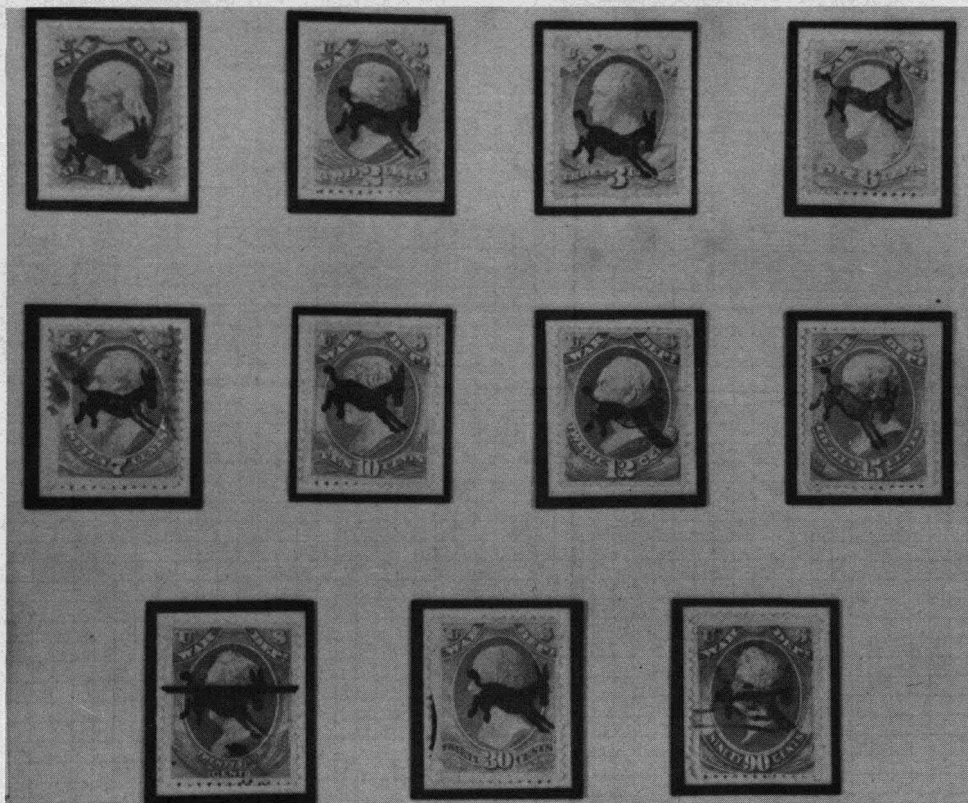
**Table 1. Distance Indicia and Dates of Use**

|               | Type | Hoof to Circle,<br>Millimeters | Dates of Use |         |
|---------------|------|--------------------------------|--------------|---------|
|               |      |                                | Early        | Late    |
| Port Townsend | I    | 5½                             | 7-19-80      | 3-3-81  |
|               | II   | 6                              | 5-11-81      | 9-8-85  |
|               | III  | 8                              | 10-22-85     | 2-7-87  |
| Neah Bay      |      | 6                              | 6-12-83      | 5-31-86 |
| Susanville    |      | 4                              | 7-6-81       | 8-10-82 |
| Forbestown    |      | 4½                             | 3-21-82      | 9-8-92  |
| Goleta        |      | 7                              | 11-11-80     | 2-10-85 |

Series I Kicking Mule cancellations are known on most of the lower denominations of the soft paper Bank Note stamps then current. They are also found on numerous denominations of the Department stamps and on two denominations of the First Issue Postage Due stamps, which also were printed by American Bank Note Company. The Mules are also found on a number of different envelope stamps of the period. A complete set of the War Department stamps with Kicking Mules is shown as *Figure 8*. Table 2 summarizes the stamps on which the First Series Mule has been reported.

**Table 2. Incidence of First Series Mule Cancellations on Current Stamp Issues**

| Issue       | Denominations, Cents |
|-------------|----------------------|
| 1879        | 1, 2, 3, 5, 10, 15   |
| 1882        | 5                    |
| 1881-82     | 1, 3, 6, 10          |
| 1883        | 2, 4                 |
| 1887        | 1, 2                 |
| POSTAGE DUE | 1, 3                 |
| WAR         | All denominations    |
| AGRICULTURE | 2, 3, 6              |
| INTERIOR    | 3, 6, 10, 15, 30     |
| Envelopes   | Eleven varieties     |



**Figure 8**  
Complete set of Kicking Mules on War Department stamps.

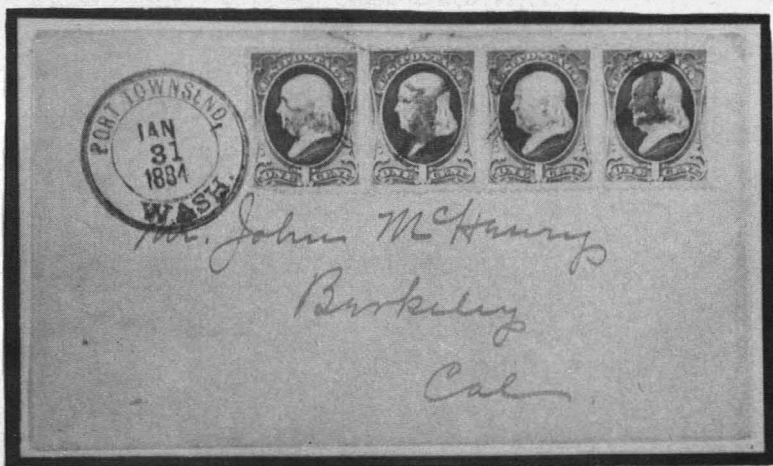


**Figure 9**  
Kicking Mule on Canadian "Small Queen" issue.



**Figure 10**  
One of two examples on a postage due stamp.

Kicking Mule cancellations are most frequently found on the 3c Greens of 1879 and 1881, and the 2c Brown of 1883. The duplex handstamps including the Kicking Mule were used also as receiving and transit marks on domestic mail and mail from Canada. Two Canadian stamps are known canceled with Mules, which probably were applied at Port Townsend as transit marks. An example is shown as *Figure 9*. The Mule cancellations have been found on two soft paper Postage Due stamps of the 1879 American Bank Note issue. Cornell's handbook illustrates the 1c used for postage on a Goleta cover. Also known is the 3c off cover cancelled with a Port Townsend Mule, shown as *Figure 10*. On 5c and higher postage denominations the Mule is rare. Since all of the five post offices using this cancellation were in small towns which typically produce mail of very limited scope, unusual uses with the Kicking Mule are seldom seen and are proportionately sought after by collectors.



**Figure 11**  
Multiple cancellations of the Mule.

Postmaster W. H. H. Learned of Port Townsend had a pleasant custom when handstamping covers which were franked with multiple stamps. He regularly made his first strike in conventional manner, so that the town circle showed in full on the envelope itself and the Mule on the left hand stamp did his kicking from a normal horizontal stance. To cancel the other stamps on the

envelope Learned invariably turned his handstamp 90 degrees clockwise so that their Mules stood on their heads. Only a tiny arc of the town circle's outer ring either barely struck above the stamps or did not strike at all. *Figure 11* is an excellent example of this cancelling technique.

If space permitted, it would be possible to write an article about Kicking Mules several times as long, without repeating. But the present article is intended to be only an introduction to the fascinating subject of Klinkner's Kicking Mule as used in the Bank Note period. For comprehensive treatment of the topic as well as for genuinely interesting reading, Cornell's handbook is highly recommended.

In the quarter century since Cornell compiled his handbook, a considerable amount of additional information has turned up. This includes at least six earlier or later dates than he recorded and much miscellaneous data. The total is enough to justify a supplement to his volume, or perhaps even a new publication on the Kicking Mule.

Such a project is now under consideration. The editor of the Bank Note Period of the *Chronicle* would appreciate hearing from those Route Agents who are interested in the Kicking Mule cancellations. He is particularly eager for new information on dates of use and on heretofore unrecorded stamps and/or covers carrying Mule cancellations. Also requested is word from those who have good examples of the Mule on or off cover.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

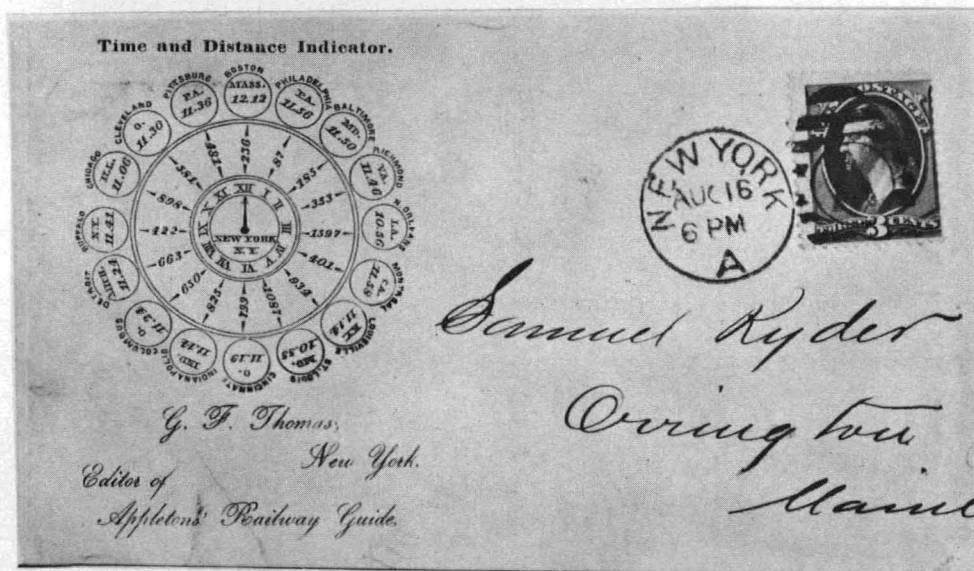
### RAILROAD MARKINGS

#### 1—Association Item:

Our featured illustration (Item c) for this issue graphically highlights a problem of existence for the railroads prior to 1883 that is not often considered by present day historians and collectors. We quote from Sidney Withington as follows:

The standardization of time on a national basis is now so commonplace that it is difficult to realize the fact that it was not until Nov. 18, 1883 that it was finally accomplished. Even that accomplishment was not on any official basis but merely by the action of the "General Time Convention of Railway Managers" under the Secretaryship of Mr. W. Fallen; substituting four standards of time in place of the 49 which had previously existed throughout the country. There was no national legislation in connection with Standard Time until March 1918 when Congress directed the Interstate Commerce Commission officially to establish limits for the various time zones which the railroads had developed.

Our cover shows an unusual corner card advertising Appleton's Railway Guide. This 3 cent Banknote cover with New York City Station A marking shows 15 of these time zones and the distance from New York City. When it was Noon at New York the following cities were timing their activities as follows: St. Louis 10.55 A.M., New Orleans 10.56 A.M., Chicago 11.06 A.M., Louisville and Indianapolis 11.14 A.M., Cincinnati 11.19 A.M., Detroit and Columbus 11.24 A.M., Cleveland 11.30 A.M., Pittsburg 11.36 A.M. Buffalo 11.41 A.M., Richmond 11.46 A.M., Baltimore 11.50 A.M., Philadelphia 11.56 A.M., Montreal 11.58 A.M. and Boston 12.12 P.M. Pity the poor railroad traveler of the period having to change trains and make connections with 49 time zones in effect. My troubles with non-observance of Daylight Saving Time in Michigan last year and now in Arizona seem tame in comparison.



Item c

#### 2—Remele Catalog:

(a) A most difficult railway marking to locate in a complete clear strike is that of the Naugatuck Railroad—Remele N 3 (T. & M. 87-A-1). This 33 mm. marking is found in red and orange in the 1847-51 period and in black in the 1851-57 period. Used by the route agent between Bridgeport and Winsted,

Conn., it is normally found partially off cover, in glancing or distorted strikes or faintly struck so that examples for tracing are scarce. After many years of searching your Editor has located a fine clear strike and takes this opportunity to present a tracing (Item a) giving more detail than the cut in the Remele book—particularly in the complete serifs.

(b) Through the courtesy of Mr. William Wyer we illustrate a tracing of Petersburg & Roanoke R. R., Remele P5-b, which is apparently the second located example of this desirable marking on cover. Since the original, as shown in Remele catalog, had a write-in date and this example has a date logo in the marking, we are illustrating the marking (Item b) used by the route agent between Petersburg, Va. and Weldon, N. C. The color is blue and use was in the pre-stamp period. Location of this example changes Remele's scarcity factor from extremely rare to very rare.



Item a



Item b

(c) Our mystery cover for this issue is a pre-stamp folded letter headed Saugerties, N. Y., Jan. 15, 1839. On the face of the letter it is addressed to Mr. Collins & Co. /Canton Collinsville/Conn. and carries a red circular Jan. 15 Saugerties, N. Y. town marking and 12½ rate in ink (80-150 miles). At bottom of the face is written in another hand "Missent and Forwd. from Canaan Ct. to Collinsville Jan. 17." But now the problem appears—also on the face of the letter is struck a red "Rail.Road" with red semi-circle below, Remele R 4-f, which, according to all previous beliefs, was applied by one of the route agents operating between Albany and Syracuse, N. Y., over the Utica and Schenectady R. R. and Syracuse & Utica R. R. The date of Jan. 15, 1839 is a very early usage for this marking—less than a year from earliest date reported.

As information, Saugerties, N. Y. is located on the Hudson River 43 miles south of Albany and was a river boat landing. Collinsville, Conn. is located about 15 miles west of Hartford, Conn. and Canton was an adjacent town. In 1839 none of these points was located on a railroad. Canaan, the forwarding point, in the northwest corner of Connecticut, was not reached by the Housatonic Railroad until 1842.

Your Editor would welcome suggestions from readers on the route followed by this letter and just why the R 4-f railroad marking appears on this cover.

### 3—Towle-Meyer Catalog:

Through the cooperation of Messrs. Atkins, Haas, Austin, Hood, Jarosak, Leet, and Persson we are enabled to report the following:

#### (a) Errata:

Catalog No. 659-S-1: Listing of this Indiana station marking should be deleted and it should be relisted as:

651-S-2: Oct. Box 28 x 22½, blue, WYD 1877. Partial. 13.

#### (b) Addenda:

153-A-1: (New date) WYD 1886.

177-C-1: (New Date) 1886.

198-D-1: (New Date) WYD 1884.

556-F-4: (New Date) 1872: With star killer—See Plate.

574-B-1: (New Date and Type) WYD 1889.

## PLATE XXXIII

### New York

136-B-1: 26 blue, 1878. 4. (Geneva & Wellsborough).

### Pennsylvania

*Catalog Route 227: Lawrenceville-Elkland, Pa. via Syracuse, Geneva and Corning R. R.*

*Route Agent: Lawrenceville-Elkland, Pa. 1882-1 Agent. (13 miles).*

*Markings: 227-A-1: 26 black, Eighties. 5.*

### Maryland

273-S-12: D. Oval  $31\frac{1}{2}$ -22 x  $24\frac{1}{2}$ -15 $\frac{1}{2}$  blue, WYD 1875. 20.

Note—Weyers Cave Station, Va. 13 miles north of Staunton, Va. on the Valley Branch of Baltimore and Ohio R. R.

### Virginia

303-S-11: D. Oval  $37\frac{1}{2}$ -35 x  $24\frac{1}{2}$ -22 black, WYD Eighties. 10.

Note—Caperton, W. Va. on main line of Chesapeake & Ohio 54 miles east of Charleston, W. Va.

### North Carolina

*Catalog Route 333: Durham-Henderson, N. C. via Durham & Northern R. R.*

*Route Agent: None in Catalog Period.*

*Markings: 333-S-1, D. Circle  $32\frac{1}{2}$ -22 blue, WYD 1893. 6.*

Note—Clay, N. C. located 13 miles south of Henderson, N. C.

### Kentucky

524-S-11: Oval  $32\frac{1}{2}$  x  $27\frac{1}{2}$  blue, WYD 1875. 18.

Note—Paynes, Ky. on Louisville, Cincinnati & Lexington R. R. 11 miles west of Lexington, Ky.

525-S-1: 27 black, WYD 1870. 22. Note—Smith's Grove, Ky. station on main line of Louisville & Nashville 14 miles north of Bowling Green, Ky.

526-S-26: 32 blue, WYD 1876. 15. Note—Atwood, Tenn. on Memphis Branch of Louisville & Nashville 99 miles north of Memphis. Unusual type of station marking and was evidently odd type of ticket stamp.

*Catalog Route 531: Louisville to Bloomfield, Ky. via Louisville & Nashville R. R. Route Agents: Louisville-Taylorsville, Ky. 1881-1 Agent. Louisville-Bloomfield, Ky. 1882, 1883-1 Agent. (57 miles).*

*Markings: 531-S-1: Shield, blue, WYD 1881. 12. Note—Normandy, Ky. on Bloomfield Branch of Louisville & Nashville, 42 miles southeast of Louisville. Unusual type of ticket dater used as station cancel.*

### Ohio

559-F-3: 27 black, Banknote. 2. (Toledo and Chicago).

*Catalog Route 585: Delphos, Ohio-St. Louis, Mo. via Toledo, Cincinnati and St. Louis R. R.*

*Route Agents: Delphos, O.-Marion, Ind. 1881-3 Agents. Delphos, O.-Frankfort, Ind. 1882-2 Clerks. Delphos, O.-St. Louis, Mo. 1883-6 Clerks. (374 miles).*

*Markings: 585-A-1:  $26\frac{1}{2}$  black, 1885. 3.*

### Illinois

702-Q-1: M. & M. R. R.—Manuscript, WYD 1859. 5. (Mississippi & Missouri R. R.).

### Iowa

749-D-1: 26 black, WYD 1885. 4. (Creston & St. Joseph).

### Wisconsin

837-S-2:  $31\frac{1}{2}$  blue, WYD 1888. Partial. 6. (Chicago, Milwaukee & St. Paul Rwy, Chicago & Milwaukee Division-Forest Glen 10 miles north of Chicago).

### Kansas

907-E-4:  $25\frac{1}{2}$  blue, 1877. 2. (Kansas City & Denver).

### Colorado

950-A-2:  $25\frac{1}{2}$  black, Banknote. 4. (Denver Pacific).

953-F-2: 27 black, Eighties. 2. (Denver & Ogden).

### Steamboat Markings

#### Waterway Agent Markings—Tennessee River

0-27-a:  $25\frac{1}{2}$  black, Banknote. 15. (Loudon & Rockwood, Tenn. River Route 45 miles—2 trips per week).



PLATE XXXIII



136-B-1



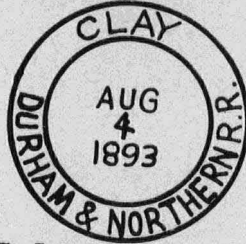
227-A-1



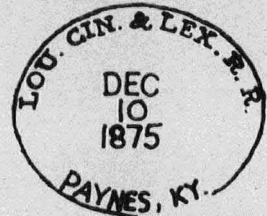
273-S-12



303-S-11



333-S-1



524-S-11



525-S-1



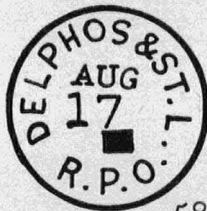
526-S-6



531-S-1



559-F-3



585-A-1

*M & M R. R.  
Dec 17, 1859*

702-Q-1



749-D-1



837-S-2



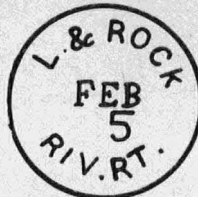
907-E-4



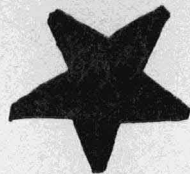
950-A-2



953-F-2



0-27-a



556-F-4

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PS Form 3526 July 1971

## THE FOREIGN MAILS

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

J. V. WOOLLAM

The cover front in the Paul C. Rohloff collection which was analysed in *Chronicle* 71 and referred to again in *Chronicle* 77 has interested me, and I wonder whether I can contribute towards its elucidation. It was addressed to Santiago in Chile and the uncertainty relates to the rating mark of  $\frac{1\frac{1}{2}}$  and the straightline mark alongside it, both struck in red.

When I first saw the illustration in *Chronicle* 71 I thought I recognised a family likeness to rating marks on other covers I had seen arriving at Valparaiso by sea mail. An article in the *Collectors Club Philatelist*, Volume 45, No. 6, by Galvez illustrates a number of Chilean postmark types of this period including a rating mark of  $\frac{1}{3}$  which was applied at Valparaiso. The numeral types are the same between the Rohloff cover and the Galvez illustration. Further to this, two articles written by Robson Lowe in the *Philatelist* in August/September 1968 analysed a group of covers belonging to Colonel John Rider of New York. These covers were examples of Chilean sea mail from the period 1842/1853. Examples in my own collection confirm the following analysis.

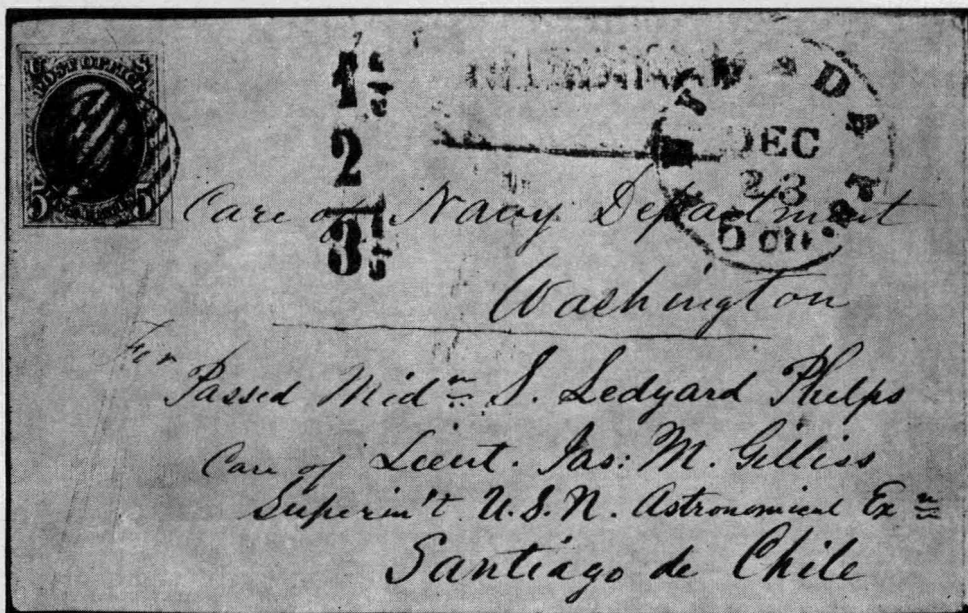


Figure 1. Cover with 5c 1847 stamp from Philadelphia to Santiago, Chile. Sent in care of the Navy Department in Washington, and dispatched by naval vessel. Arrival postmark and rating applied at Valparaiso. (Paul C. Rohloff collection).

The covers show that this type of rating mark was used at Valparaiso. On the examples seen by me the rating mark and the town mark are struck in similar red ink. The probable meaning of the rating mark is a ship postage charge to which is added an inland postage charge giving a total to be collected. Robson

Lowe states that the rating marks altered from  $1\frac{1}{2} + 3$  in 1842 to  $1 + 3$  in 1843 and to  $1\frac{1}{2} + 2$  in the remainder of the period covered by the Rider collection. There were two exceptions to this chronology. One was a 1846 cover from Panama to Santiago with the rating mark in manuscript of  $1\frac{1}{2} + 2$ . The arrival post mark was a straightline Ultramar and Valparaiso. The other cover was 1846 from La Guayra, Venezuela to Santiago. The rating mark in manuscript was also  $1\frac{1}{2} + 2$ . The arrival mark was the same as for the previous cover. This one had also been prepaid 2/- at the British post office in La Guayra and had then travelled by British packet via Jamaica and Grenada to Panama. At this point it becomes instructive to slot into the chronology the Rohloff cover which has an approximate date of 1849/50 and was travelling from Philadelphia to Santiago via Panama. The rating mark was  $1\frac{1}{2} + 2$ . The following provisional conclusions can be drawn from these covers.

1. In the late 1840s local Chilean sea mail was rated  $1 + 2$  at Valparaiso.
2. All of the local covers had in addition to the Valparaiso town strike an additional strike of Cabotaje meaning "coastal trade." The addition of this strike no doubt explains the one real rate.
3. Mail from Overseas carried by ship to Valparaiso or at least carried by P. S. N. C. ships from Panama was rated  $1\frac{1}{2} + 2$  at Valparaiso.
4. In addition to the Valparaiso town mark the Ultramar strike was added to the covers meaning "overseas." This presumably explains the  $1\frac{1}{2}$  real rate.

I would suggest that the straight line mark alongside the rating mark on the Rohloff cover is either Ultramar or Valparaiso, or maybe both with one slightly imposed on the other.

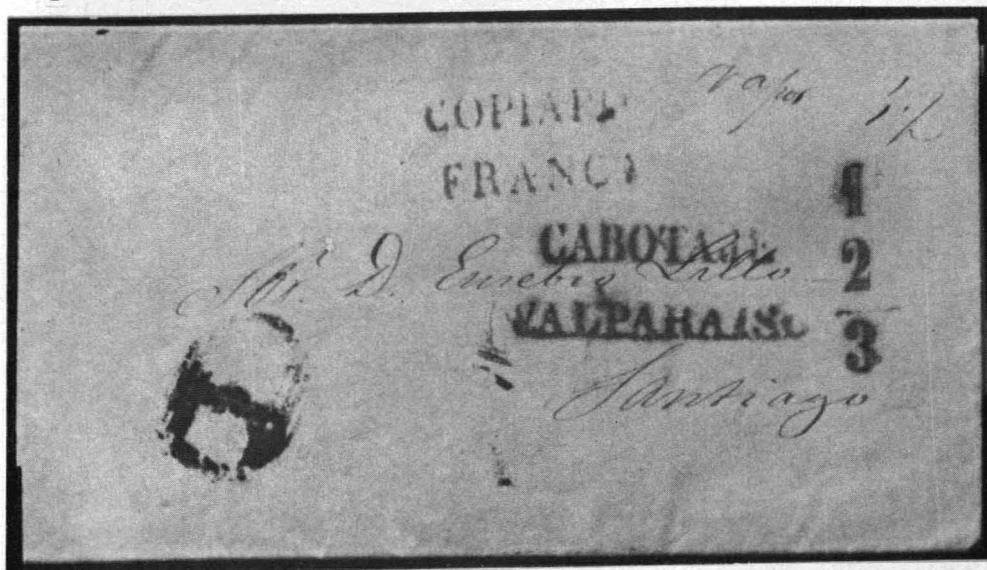


Figure 2. This 1850 cover originated at Capiapo, Chile, addressed to Santiago. At Valparaiso the arrival and rating stamps were struck in red. The duplex "1" at lower left was applied on board the P. S. N. C. steamer. These numbers were supplied to the steamers, but their identification with individual ships is not known. (Author's collection).

Of the three covers mentioned above which have the  $1\frac{1}{2} + 2$  Valparaiso rating marks and went via Panama to Santiago, two of them originated further afield—one from Venezuela when it was prepaid 2/- at the British post office, and one from USA where it was prepaid 5 cents to Washington and was presumably carried by naval vessel from there to Chagres for Panama. The evidence of these covers suggests that mail for the West Coast of South America was not prepaid beyond Panama. At that point the P. S. N. C. took over.

The analysis in this article has been based solely on cover material, and there has been no research involving the original commercial treaties. However, it is at this point that research will have to be made to complete the story be-

cause the rating marks cannot be fully understood until a clear picture is obtained of the terms on which the P. S. N. C. carried mail down the West Coast of South America. If I am right in thinking that mail was not prepaid at this time beyond Panama, then the carrier, i.e. P. S. N. C. becomes the key figure in the picture. It is known that the Chilean government gave to P. S. N. C. in 1835 a ten year exclusive steam navigation right in Chilean ports and rivers, with such exceptions as might be granted the Chilean owned ships. I believe that similar concessions were negotiated with the Peruvian and Equadorian governments. Such concessions may have carried with them conditions with regard to carriage of the mails. It is also known that in 1845 a mail contract was concluded between P. S. N. C. and the British government which called for a regular service between Panama and Valparaiso. As mentioned above, I think that the next stage is to obtain documentary evidence, but the evidence of cover material from Great Britain in the late 1840s to Santiago would illustrate any differences in the way in which P. S. N. C. (a British company with a British government mail contract) handled mail for the West Coast of South America according to its point of origin.

*Editor's note:* In a letter Mr. Woollam has furnished additional intriguing details about the Pacific Steam Navigation Company:

It may interest the readers of the *Chronicle* for you to mention . . . the following facts about the P. S. N. C. It was founded by an American, William Wheelwright, who had settled in Chile. It was financed by British capital and was a British company. Wheelwright's cousin was the Bacon of Perkins Bacon Co., the famous British stamp printers. This was why the P. N. S. C. stamps and the first issue of Chile were both printed by Perkins Bacon & Co.

## TO ARGENTINA BY AMERICAN AND FRENCH PACKETS

GEORGE E. HARGEST

On 28 May 1864 Congress passed an act providing for the establishment of a line of American packets to ply between a port north of the Potomac river and Rio de Janeiro, Brazil, touching at St. Thomas, Bahia (now Salvador, Brazil), Pernambuco, and such other Brazilian ports deemed expedient. This appears to have been unilateral action on the part of Congress and was contingent upon the government of the empire of Brazil being willing to divide the expense between the two governments. The expense to the United States was not to exceed one hundred, fifty thousand dollars for twelve round trips per annum.<sup>1</sup>

The government of the empire of Brazil evidently accepted responsibility for its portion of the expense, and the line began operation about December 1865. The annual report of the Postmaster General for 1866 discloses that negotiations had been opened with the post department of Brazil for the framing of a postal convention to supply rates of postage for mail conveyed by the Brazilian line. Unfortunately, this convention took nearly five years to negotiate and was not signed until 14 March 1870. In the meantime, a 10c rate per half ounce prevailed. This rate was for mail to countries with which the United States had no postal convention, and paid the rate only to the frontier of the country of destination. It had to be prepaid in the U. S. on letters sent, and collected in the U. S. on letters received. Brazil collected its own postage on all letters sent or received. This report of the Postmaster General also discloses that the line ran from New York to Rio de Janeiro, via St. Thomas, Para, Pernambuco, and Bahia, and that the contract was with the Brazil Mail Steamship Company.

The report of the Postmaster General for 1867 gives one of the points of disagreement between Brazil and the United States:

The United States mail steamship service between New York and Rio de Janeiro, Brazil, has been performed without interruption and with reasonable regularity, considering the great length of the route and delays encountered at some of the intermediate ports, particularly the port of Para, at the mouth of the Amazon, the entrance of which is difficult and dangerous. Para was not originally embraced in this route, but was made an additional port of call to accommodate the government of Brazil, which insisted, in its acceptance of the proposals of the contractors, that the steamer should touch at that port both on the outward and

homeward trips, thereby prolonging voyages to and from Rio de Janeiro about two days, as well as increasing the expense of the service to the United States \$30,000 per annum. As the time occupied in calling at Para would be of great value to the respective governments in expediting the transmission of the mails between the terminal ports, and securing important connections at St. Thomas with the inter-colonial mail packets, it is my purpose to urge the Brazilian government to assent to such modification of the service as will relieve the through steamers from calling at that port.

The Postmaster General was not successful in his attempt to eliminate Para as a port of call. The U. S.-Brazilian convention of 14 March 1870, still included Para as a port at which the American packets would touch.<sup>2</sup>

The route of this line evidently ran southerly from New York, through the Bahamas and through the Windward passage, thence easterly to St. Thomas. From St. Thomas, southeasterly, and skirting the coast of South America to Para (now Belém), Pernambuco (now Recife), Bahia (Salvador), and thence to Rio de Janeiro.

The cover illustrated as Figure 1 was sent to me on approval. I immediately observed that there was a stamp or stamps missing from the cover to the left of the 3c stamp. I had, however, never seen the French postmark showing "PAQ. FR. K No. 1" previously, and what was obviously a credit of 22½ cents intrigued me. I could not explain the cover and, although the price was steep for a cover which was clipped about ½ inch at left and with missing stamps, I decided to buy it and try to learn what its markings meant.



Figure 1

This cover was posted in a Maine town (name illegible), prepaid with at least 43c in postage stamps (there are stamps missing to the left of the 3c stamp). It was sent to New York which marked it with a credit of 22½c to France. It was conveyed by American packet to Rio de Janeiro, where the French consul applied the octagonal French marking and forwarded it by French packet to Buenos Ayres. The crayon "5" is in green and represents a collection of Argentine postage. Someone other than a postal official wrote "Due 18" at upper left, probably to conceal the loss of the stamps.

The starting point appeared to be with the French postmark. Where did ligne "K" run? I inquired of Mr. Robert G. Stone, editor of the *France and Colonies Philatelist*. His reply was succinct and explicit.

According to Salles,<sup>3</sup> Tome III, pp. 34-36, this line ran between Marseilles and Buenos Ayres and Montevideo, via Rio de Janeiro, from June 1866 to about October 1869. After Salles published his tomes an American correspondent sent him a tracing of a postmark of that line reading "Et.-Unis" at top, which might seem confusing, but Salles explains it as a mark used at Rio on mail arriving there from the U. S. (via U. S. mail packets) and sorted (by the French consul) there to go on to Buenos Ayres or Montevideo. The mark is dated 22 August 1869 and Salles says it is extremely rare. He published it in a note in *Feuilles Marcophiles* several years ago.

Mr. Stone included a xerox of a postmark from this work, which is the same as the one appearing on this cover, except it is dated 22 August 1869, instead of 22 May 1868.

The August 1867 issue of the *U. S. Mail and Post Office Assistant* in its Table of Postages to Foreign Countries shows a rate of 18c per  $\frac{1}{4}$  ounce, and a rate of 25c per  $\frac{1}{2}$  ounce to Argentina, Buenos Ayres, Paraguay, Montevideo, and Uruguay. This rate I had often noted, but had not been able to explain. I knew the U. S. postage was 10c per  $\frac{1}{2}$  ounce, the foreign postage per  $\frac{1}{4}$  ounce was 8c, but why was the half ounce rate 25c, instead of 26c? I went to the August 1867 issue of the *U.S. Mail and Post Office Assistant* and on page 2 found the following:

**TO THE ARGENTINE REPUBLIC, URUGUAY, AND PARAGUAY, BY THE DIRECT LINES OF AMERICAN AND FRENCH PACKETS VIA RIO DE JANEIRO, (Brazil).**

We are requested to state that an arrangement has been concluded with the French Post Department for the regular transmission of correspondence between the United States and the Argentine Republic, Uruguay, and Paraguay, by means of the American line of mail packets plying between New York and Rio de Janeiro, and the French line of mail packets between Rio de Janeiro and Buenos Ayres, via Montevideo.

The correspondence conveyed in either direction between the United States and the countries of the La Plata, above named, will be subject to the following rates of postage (United States and French) viz:

|                                                             |     |
|-------------------------------------------------------------|-----|
| For letters, weighing $\frac{1}{4}$ oz., or under           | 18c |
| over $\frac{1}{4}$ oz., and not exceeding $\frac{1}{2}$ oz. | 25c |
| over $\frac{1}{2}$ oz., and not exceeding $\frac{3}{4}$ oz. | 43c |
| over $\frac{3}{4}$ oz., and not exceeding 1 oz.             | 50c |

and so on for greater weights, adding  $7\frac{1}{2}$ c for each additional  $\frac{1}{4}$  oz., and 10c for each additional  $\frac{1}{2}$  oz., or fraction thereof. For printed matter . . . (omitted) . . .

The above rates cover the United States and French charges only, to or from port of debarkation or embarkation in countries of the La Plata.

Prepayment is required on both letters and printed matter sent from the United States. New York is the United States office of exchange for mails transmitted under this arrangement.

Postmasters will levy and collect postage accordingly.

Thus, the rates are explained. The French or foreign postage was  $7\frac{1}{2}$ c per  $\frac{1}{4}$  ounce. The lowest rate should have been  $17\frac{1}{2}$ c, but since the middle of 1860, prepayment was required to be made by postage stamps. The United States had no half-cent stamps, and, therefore, 18c had to be charged. Undoubtedly, the New York office credited a single rate letter with  $7\frac{1}{2}$ c. This 18c per  $\frac{1}{4}$  ounce rate should not be confused with the 18c per half ounce rate charged on mail forwarded in the West Indies, where the British rate was 4d., and the U. S. credit was 8c.

Referring again to Figure 1. This cover was posted in a town in the state of Maine, the town name is illegible. It was undoubtedly prepaid with at least 43c. If it had not been, the New York office would have sent it to the dead letter office where it would have been opened and returned to sender. There is no marking on the back of the cover or any marking that indicates that it was sent to the dead letter office. The credit of  $22\frac{1}{2}$ c on the face, which is in red, indicates a triple rate letter ( $3 \times 7\frac{1}{2}$ c), and indicates, according to the table presented above, a letter weighing over  $\frac{1}{2}$  ounce (15 grams), and not over  $\frac{3}{4}$  ounce ( $22\frac{1}{2}$  grams), which would require a  $42\frac{1}{2}$ c rate, which had to be rounded to 43c. Someone who had nothing to do with the Post Office Department wrote, "Due 18" on this letter, probably to cover the loss of the stamps. Since the United States, at this time, had no postal convention with either Argentina or Brazil, it would have been impossible for the United States to have collected postage from either country. The crayon "5" on the cover, which is in green, represents the Argentine postage, which it collected on delivery.

This is the only cover showing a credit of a fraction of a cent seen by me. Does anyone have a cover showing a credit of  $7\frac{1}{2}$ c?

**Footnotes**

<sup>1</sup> 13 *U.S. Statutes-at-Large* 93-94.

<sup>2</sup> 16 *U.S. Statutes-at-Large* 1109-1111.

<sup>3</sup> Salles, Raymond, *La Poste Maritime Française Historique et Catalogue*.

## PART PAID BY BREMEN MAIL

JOSEPH F. RORKE, M. D.

In the *Chronicle* for May 1973 (No. 78) Charles J. Starnes described an 1865 cover from Elizabeth, Ill., to Regensburg, Switzerland, which illustrated that mail carried under the Bremen Mail Postal Convention could, on occasion, receive recognition for partial prepayment.

The author would like to present from his personal collection a cover—shown herewith—which shows similar recognition for partial prepayment to Switzerland by Bremen Mail.



The cover transit was as follows: Reistertown, Md. 15 May 1867—New York City 16 May—Bremen—Frankfurt 2 June—Morges, Switzerland 4 June 1867. As was the Starnes cover, this cover, too, was franked with only 15c postage (the rate to countries of the German-Austrian Postal Union), and was treated at New York as paid (red credit N. YORK BREM. PKT. 12 PAID) and had the blue AMERICA/UBER BREMEN/Franco applied at Bremen. There is a double strike of the rare black boxed Franco Schweiz. Grenze—Paid (to) Switzerland Frontier. Since the rate by Bremen Mail to Switzerland was 19c, partial payment was recognized. The manuscript red crayon 15 represents the 15 centimes postage due collected by Switzerland from the recipient of the letter.

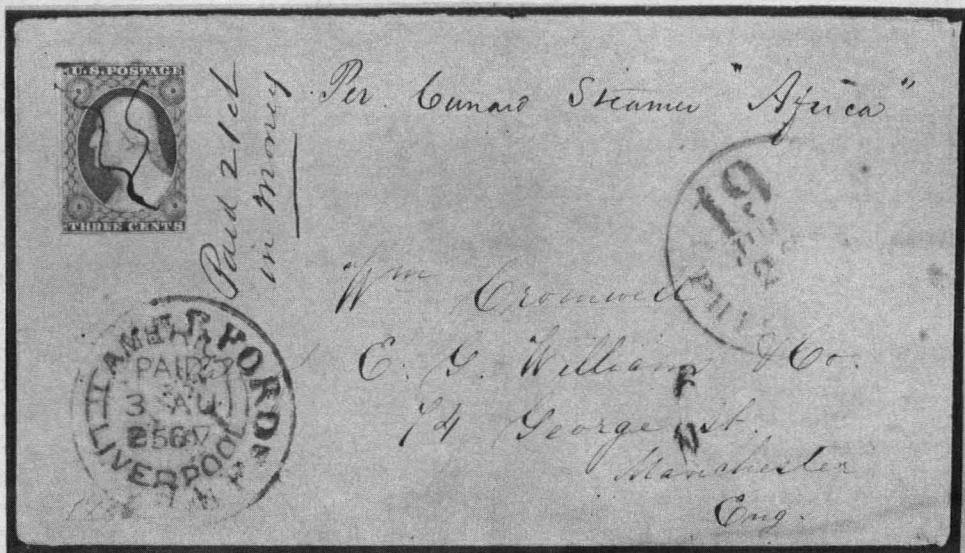
On the Starnes cover the notation indicating payment only to the Swiss frontier was in manuscript. The presence of a handstamped marking on this cover two years later suggests that the volume of such part paid mail must have been considerable.

## TRANSATLANTIC RATE PAID BY STAMP AND CASH

The interesting cover shown, which was offered at a recent auction sale by Al Zimmerman, was reported by Calvet M. Hahn. It originated at WEST HAVERFORD Pa./JUL 21 (1856), addressed to Manchester, England. It was handled through the Philadelphia exchange office where it was postmarked PHIL.<sup>A</sup> B.<sup>R</sup> PK.<sup>T</sup>/19/JUL 22 in red. The *Africa* carried it to Liverpool, where it received the arrival marking AMERICA/LIVERPOOL/PAID/3 AU/56 in red. It was backstamped at Manchester on the same date.

The unusual aspect of the cover is that it was fully prepaid, although it bore only a 3c stamp. The balance of the postage was paid in cash, as noted (in a handwriting different from that of the address) to the right of the stamp: "Paid 21 ct in money."





Probably the sender brought the letter to the post office with the 3c stamp already affixed, and was informed that additional postage was required. The difference was then made up in cash. Otherwise the letter would have been forwarded unpaid, with the stamp disregarded. Whoever expected to pay the transatlantic rate with only a 3c stamp was indeed an optimist. This set of circumstances resulted in a distinctive cover because the combination of stamp plus cash to postage the 24c transatlantic rate was an uncommon occurrence.

#### EXCHANGE MARKINGS ON MAIL TO B. N. A.



An unusual style of arch type exchange marking appears on the cover illustrated. The elaborate foliate design measures 31 x 21mm and is struck in bright orange red. The prepaid letter was mailed at Kenosha, Wis., on June 18, 1851, and was exchanged through Queenston, U. C., on June 20. It was back-stamped at Hamilton, Guelph, and Fergus.

This marking seems to have had brief and limited use—so far I record only three examples, dated in April, June, and July 1851. The first of these

(Continued on page 252)

## GUEST PRIVILEGE

### THE MEN WHO DIRECTED THE CARRIERS

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Much misinformation has been published on the New York post office by postal historians. In one case, at least, I have helped perpetuate the misstatement that Elias Nixon was New York postmaster in 1776, having relied on other specialists. This error in my *Postal History Notes* should be corrected. Mr. Nixon was port master, not post master and the original source probably misread his notes. Similarly it has been stated that William Bedlow became New York postmaster at 23 Smith St. immediately following the Revolution. New York City Directories do not support this.

To explain it is necessary to look first at the national Postmaster Generalship. Ebenezer Hazard was named Postmaster General and New York postmaster in 1776. I have not been able to trace a successor in New York city until 1789. The first *Frank's City Directory*, published in mid-1786, lists Mr. Hazard as postmaster at 55 Broadway. He is reported at 29 Broadway in the 1787 *Frank's City Directory* and continues at that address even following his dismissal as Postmaster General on September 26, 1789, as the 1790 directory attests, with its listing of E. N. Hazard, 29 Broadway.

One of Hazard's superiors at the Treasury Department, which was where the postal services were assigned, was Samuel Osgood. He lived at 6 Cheffy street in 1789. The 1790 directory lists him as Post Master General at 4 Cherry st., and he then is listed in the 1791 directory as Samuel Osgood at 3 Cherry st. When Alexander Hamilton had been named Treasury Secretary on September 10, 1789, Osgood's position on the Treasury Board was abolished. As Mr. Hazard was in disagreement with the Administration on several points, his post was turned over to Osgood two days before Congress adjourned and Osgood became Postmaster General on September 27, 1789. He continued as long as the post office was in New York—at least through the adjournment of Congress on August 12, 1790. With the new Congress in Philadelphia on December 6, 1790, Osgood was replaced as Postmaster General, remaining in New York. The usually reliable Alvin Harlow in *Old Post Bags* notes that "During Osgood's administration he had for office a room connected with that of the city post office in New York." This would certainly not be at Hazard's address at 29 Broadway, for it is unlikely that Mr. Hazard would give house room to the man who replaced him as Postmaster General under the circumstances.

Konwiser, Scheele, and others have long reported that the first New York postmaster following the British evacuation of the city was William Bedlow, followed in 1786 by Sebastian Baumann. The *Frank City Directory* does not bear this out. My copies do not show Mr. Bedlow listed at all, in either the 1786 or 1787 issues and there was none in 1788. He is reported, however, in the 1789 directory, published July 4, 1789, as postmaster at 8 Wall street, (between Water and Front near the East River). The 1790 *Hodge Allen City Directory* lists him at 170 Queen (Queen is the present Pearl street north of Hanover Square). Thus he apparently became city postmaster sometime after mid-1787, taking over from Hazard, and it would be at Bedlow's 8 Wall street address that Postmaster General Osgood had his connecting room. Certainly Osgood did not operate the post office from his Cherry street address as Cherry street was in the suburbs of the period, being north of Fulton. William Bedlow is listed in subsequent directories as living: in 1791 at 15 Cherry, in 1792 at 41 Cherry, in 1794 at the shipyards, and in 1795 at the corner of Cherry and Charlotte at the shipyards. Shortly thereafter he disappears from the listings.

The early city directories record Sebastian D. Baumann as a grocer at 62 Broadway (corner of Crown, later renamed Liberty). He is first listed as postmaster in the 1790 *Hodge Allen Directory* at 62 Broadway—his home and grocery store—having taken office October 5, 1789. The 1791 directory lists him at 51 Wall, while the 1792 and 1793 directories note the address at the corner of Wall and Smith. He is listed as Col. Sebastian Baumann, postmaster, 30 Wall street in 1794 and onward until 1799. In 1799 he is listed, as is the post office, at 29 William (William and Exchange). Mr. Baumann's residence continues to be listed at 29 William through the directory of 1803; he is not listed in the 1804 directory and presumably died in 1803 while in office. Beginning in 1801 the *Longworth City Directory* lists the post office at Garden (now Exchange) and William.

Harlow's *Old Post Bags* reports that Josiah Ten eych followed Baumann as postmaster in 1803-4. No such man is listed in the 1803 directory, however in 1804 a Josiah Ten eych is listed as an accountant at 36 Broad in the *Longworth Directory*; the *Langdon Directory* says 36 Broadway. Ten eych may well have filled out Baumann's term until the election resulted in the March installment of General Theodorus Bailey in 1804.

The office in 1804 was one 12x15 foot room with the postmaster residing in the remainder of the house. Bailey reinstated the 144 patron's locked boxes that had been removed by his predecessor. The post office remained at 29 William until 1825 except for a short period in 1822 when, during the yellow fever epidemic, it was temporarily removed to Bank and 4th

street in Greenwich Village which was immune from the disease. In 1825 the post office was moved to the two-story Academy on Garden where General Bailey presided over six clerks in addition to the carrier service. He moved his home to 12 Park Place at the time. There were some 900 call boxes, and carriers delivered as far north as Canal and Catherine.

The general died in 1828 leaving his widow, Martha, and young John R. Bailey who was named assistant postmaster in the 1829 directory; John Bailey lived at 107 Greenwich. Samuel L. Gouvernor, an attorney at 40 Wall whose home was at 63 Prince, at the corner of Orange, took over as Postmaster. He continued, without the assistance of John Bailey, until 1836. He moved from 63 Prince to 155 Bleeker sometime prior to the directory of 1832, while the next directory (1833) saw him at 704 Broadway where he stayed until returning to 88 Prince in 1835, and stayed there into 1836 although he was no longer listed as postmaster in that directory. He was at 216 9th Street in Greenwich Village in 1837.

The Garden street office proved inadequate and following the destruction of the old Exchange at Wall and Garden on April 28, 1826, the post office moved to the New Merchant's Exchange fronting on Garden according to the *Longworth Directory* published on June 12, 1826. The 1832 directory notes that it was in the basement and could be entered either from Exchange Place or from Wall street which was behind. Some 3,000 boxes were used and in 1834 a separate window for females and one for general delivery were included in the arrangements. Harry Konwiser in his New York city post office article in the *Collectors Club Philatelist* cites *William's New York Register* of 1834 for information about the four major divisions of the post office: *City Delivery*, with a superintendent and six clerks to handle general delivery, the boxes, and Packet mail; *Forwarding*, with six clerks and a chief who stamped and distributed all mail for other post offices; *Newspaper*, with five clerks and a superintendent to distribute the papers; and *Letter Carriers*, with a superintendent and 15 carriers who delivered letters and papers to all persons whose residences were known (except for box delivery) with twice daily deliveries in summer. The *Register* adds:

boxes are placed by the Carriers in the upper part of the city, where they receive letters and deliver them every day (except Sunday) at One o'clock to the Post Office, in time for the afternoon mails, for which they charge two cents each.

The great fire of December 16, 1835, destroyed the post office at Merchant's Exchange and the post was temporarily put at Pine and Nassau before being transferred north to Chambers and Cross where it was listed in the 1836 and 1837 *Longworth Directories*. In 1838 it was in the Rotunda, an art gallery and studio in City Hall Park, with a branch at the Northwest corner of William and Exchange which was established in 1837. On November 17, 1841, the Branch Post Office was moved to the just opened, rebuilt Merchant's Exchange.

Succeeding Mr. Gouvernor in 1836 was James R. Page who was listed at 308 Houston, corner of Elridge in 1835, 1836, and 1837. He, in turn, was succeeded by Jonathan J. Coddington in 1837 who was listed as a merchant at 109 Beekman with his home at 56 White in 1837, and as postmaster living at 12 Bond in 1838 through 1840.

The next postmaster, John L. Graham, took office in 1841. He was a lawyer at 49 Wall and had his home at St. Marks Place and Second Avenue or 191 8th, corner of 2nd in 1840, and at 21 Washington Square in 1841. It was during his term that private post competition to the New York carrier system developed. He was succeeded in turn by Robert H. Morris who worked in the City Recorder's Office at 128 Nassau and 4 City Hall in 1838 with his home at Kips Bay, prior to becoming Mayor in 1841-4.

Coddington had expanded the Rotunda office by a two-story addition, but this became inadequate by 1844. Thus when the Middle Dutch Church in Nassau street was offered for lease in 1844, the post office took it at an annual rent of \$5,000. There some 3,228 boxes were offered and there were 15 windows for general delivery. Both newspapers and women had their own windows. This office, purchased finally for \$200,000, lasted through the stampless period.

## Old U.S. Covers Are My Specialty

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## LETTER CARRIER SERVICE IN NEW YORK

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Delivery of letters arriving in the post office is one of the oldest postal services in America. In the early days, the carriers were called Penny Posts; however, a distinction needs to be made between those reporting to the Post Office and those who were independent businessmen. The concern here is solely with the official carrier service.

Home delivery was authorized by the very first postal law: see my *The First American Post Law* which quotes the enactment under which Richard Fairbanks of Boston was authorized as a "voluntary post" to deliver letters. To date, I have found no specification of delivery service other than this prior to 1675. The Neale Patent laws of 1692, however, do contain a specific delivery clause. The New York version clearly grants a monopoly over the right to,

carry, re-carry or deliver Letters for hire, other than as before excepted . . . with a stiff one hundred pound penalty for each violation. The Massachusetts enactment is even more specific:

If any letters or packets shall lie or remain uncalled for, by the space of 48 hours, the Postmaster then sending them forth to the respective houses of the persons to whom they are directed shall receive one penny more for each letter or packet . . .

Following the take-over of the post office by the British crown in 1711, under the Act of 9 Anne, we find the Penny Post delivery is continued. The *New York Post Boy* of July 30, 1753, quotes the post office regulations as follows:

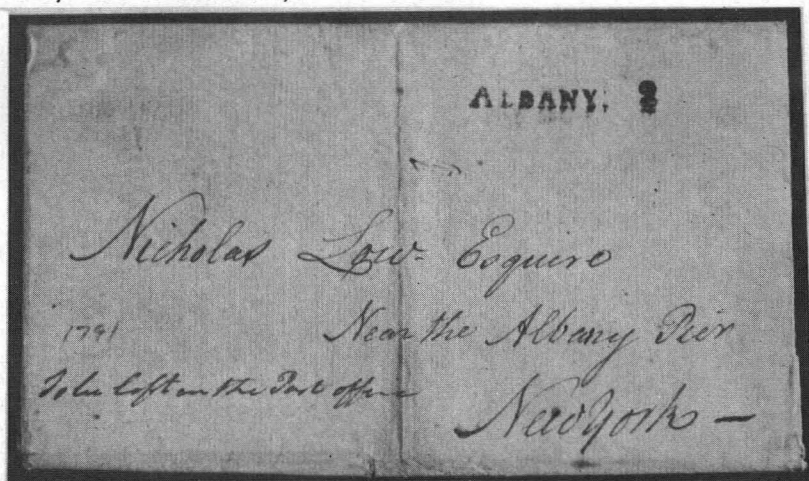
All Letters for Persons living in the Town that remain uncall'd for on Post Nights will, on Monday Morning, be sent out by a Penny Post provided for that Purpose . . .

This is not a voluntary delivery but a requirement as the notice clearly reads. The non-voluntary Penny Post in Quebec in 1764, where addressees had three hours to pick up mail (eight hours in 1767), has been cited in my *Colonial Great North Post*.

The tradition of letter delivery for a fee from the post office carried over into the Goddard provisional services. As I reported in the *Provisional Posts of the U. S.*, John Holt acting as the Goddard provisional office in New York City gave the following notice:

Notice is hereby given to the owners of those papers that they may be had on sending for, or on a reasonable allowance to the Penny Post, they will be carried and delivered by him.

This relates to newspapers, of course, but the existence of a Penny Post is established and it is most likely that the connection with the post office is official. From about mid-summer of 1776 until December 1783, it is very unlikely that a letter delivery service for New York existed. The post office was peripatetic, and British occupation did not cease until late in 1783. I have thus far not found a record of service, however, during the Confederation period or in the post-Goddard period; however, the existence of such a service is likely, as it is referred to in the Postmaster General's annual report of November 28, 1789 (reprinted in full in my *Postal History Notes 10 in Western*).



1. NOT TO BE TURNED OVER TO THE CARRIER SERVICE. This letter from Ballston, N. Y. of August 2, 1791, was carried to Albany by the contract mail rider Nathaniel Sherman where it received a black 25x3mm handstamp ALBANY:2 for the two pennyweight rate to New York. It is specifically noted by the writer "to be left in the Post office" so that if Mr. Low does not pick up in a day or so, it will NOT be turned over to Mr. Hugh Duncan the letter carrier for delivery.

### CARRIERS UNDER THE CONSTITUTION

The first New York city directory is *Frank's New York Directory* of 1786. It reports no letter carriers, nor does the 1787 edition. There was no directory issued in 1788; however, the one issued July 4, 1789, does list a New York city letter carrier,

Hugh Duncan, letter carrier, 5 Little Queen

Mr. Duncan lives just down the street from Aaron Burr, who was at 10 Little Queen. Checking back through the earlier directories does not reveal any listing for Mr. Duncan in any capacity.

Subsequent directories show Mr. Duncan is the sole carrier until the 1794 *Duncan Directory*, published at mid-year as were all the directories. This directory notes the renaming of Little Queen to Cedar street. It also lists a second carrier.

Hugh Duncan, letter carrier, 26 Cedar  
James West, letter carrier, 32 Broadway

This is apparently the same James West who was a shopkeeper on Broadway in the 1790 and 1791 directory and was reported as a shopkeeper at 111 Broadway in 1792 and 1793.

In the Postmaster General's letterbook under the date of December 3, 1789, we find a complaint from John Kean, a member of the Board of Commissioners for Settling the Accounts Between the States and the U. S. Mr. Kean states:

The Penny Post has demanded of him Postage for his Letters.

Postmaster General Osgood tells the New York postmaster that the act of October 10, 1778, makes mail to and from the Commissioners free. He adds—

This method I have heretofore mentioned to you verbally, as being proper to pursue with respect to Members of Congress now in this City.

Thus, the effect was that carrier service was to be free to such men and the Penny Post did not have the right to collect postage. It was up to the city postmaster to make the necessary arrangements for compensation, but the addressee who had the franking privilege could not be charged.

It was in 1794 that the first United States regulation of the carrier service was promulgated. The Act of May 8, 1794, Section 28, effective June 1, reads:

And be it further enacted that letter carriers shall be employed at such Post Offices, as the Postmaster General shall direct, for the delivery of letters in the places respectively where such Post Offices are established; and for the delivery of each such letter, the letter carrier may receive of the person to whom the delivery is made two cents; PROVIDED, that no letter shall be delivered to such letter carrier for distribution, addressed to any person who shall have lodged at the Post Office a written request that their letters shall be retained in the office.

Mr. Duncan continued as a letter carrier with his address now at 26 Cedar until the directory of 1805. The *Jones City Directory* of that year reported his address at 46 Warren. He was not reported in the detailed listings of 1808; however, the 1809 directory shows him at 48 Warren where he continues through the *Longworth Directory* published July 7, 1810. This directory, for the first time, does not list him as a letter carrier and there is no subsequent letter carrier listing for him. The 1811 directory reports him at the Ferry, near Slip. Apparently he retired sometime prior to mid-1810. The 1811 listing is the last for Mr. Duncan.



2. EARLY NEW YORK CARRIER DELIVERY. This 1805 letter was written at Mount Pleasant "six miles from town" on July 29th [sic] by a girl friend who "will get Josh, or Sam to put it under cover to Doctor Turk as it may perhaps reach your hands much sooner." Doctor Turk took it to the post office where a red 27mm NEW-YORK/JUL/14 circle (NYC Type 1A) was applied and a 1c fee noted in red. It was then turned over to the carrier for delivery, presumably because it had not been picked up in 24 hours. The carrier added the address "Greenwich St. 132" as an aide memoire for his route. At this date only Mr. Duncan, Mr. West or Mr. Betts could have delivered it.

James West, the second carrier in 1794, continues at the 32 Broadway address until the directory of 1799 when he is at 5 Church. By the time the 1806 directory was issued he had moved to 4 Church, but was back at 5 Church in 1809 and in 1810 was reported as a letter carrier at 36 Church. This may have been a misprint, for in the 1811, 1812, 1813, and 1814 directories the address is given as 26 Church. In the 1813 *Longworth Directory*, West is individually listed as a letter carrier, but in the post office listing he is not so included. That he retired, or quit early in 1813 is the logical assumption. The issue of July 6, 1815 carries him as a cartman at 131 Hester while he does not appear in the 1816 or subsequent directories.

until a listing of 1818 which may refer to his son. Then a James West is reported as a laborer at 476 Greenwich, a listing that continues until 1820 and then shifts in the 1821 directory to a grocer at 476 Greenwich.

A third carrier joined Duncan and West in 1801. This was Charles Betts. On July 1, 1801, he was listed as a letter carrier at 3 Cortlandt. He first shows up in the 1799 directory as a currier above industry furnace and in the 1800 directory he was a porter at Rickett's Circus.

Charles Betts continued as a letter carrier through mid-1806. He was, however, a foot-loose man for his address constantly changed. In 1802 it was at 106 Beekman; in 1803, he was listed only at the post office; in 1804 the *Longworth Directory* lists him as a letter carrier at the post office with his home at 32 Cedar; however, *Langdon* reports 31 Cedar—both just down the block from Hugh Duncan. The *Jones Directory* of 1805 lists Betts as a house porter and letter carrier at Park, Broadway, while in 1806 he is recorded only at the post office. Following his postal career Mr. Betts tried to become a grocer according to the 1807 directory which so lists him at 42 First street. He apparently failed as the 1808 directory lists him at the same address without profession. Beginning in 1809 he is no longer recorded.

The 1805 City Directory was the last to list just three carriers. It reported, as follows according to Abe Schoenfeld's *Stamps* article of 11/8/1941:

Letters arriving at the Post Office in the mails or by water are immediately forwarded to their address by the carriers, for which service they receive two cents on each letter in addition to the regular postage. Theodorus Bailey, Deputy Postmaster General. Letter carriers, Charles Betts, Hugh Duncan, James West.

Two new carriers Archibald Davie and William Orr were added in 1806 bringing the total to five carriers.



3. CARRIER SERVICE INDICATED BY STREET ADDRESS. Written by a business firm located at 145 Broadway, this 1811 letter received a red 27mm circle NEW-YORK/19/OCT (NYC Type 2) and a 1c drop letter rate because it was put in the post office. Addressed to "3 Beach street," a location by the Hudson River some 2 miles from the post office, it urged a quick decision on a business deal. The detailed street address and the distance from the post office of the location combine with the time urgency of the letter to assure us that this was carrier delivered. Five carriers, Messrs. Orr, Forrester, Davie, Lynch and West operated at this time. The most likely man to have delivered this was Mr. Orr who lived not too far away.

(To be continued)

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## THE COVER CORNER

SUSAN M. McDONALD, Editor

### ANSWER TO PROBLEM COVER IN ISSUE NO. 79

The August problem cover (Figure 1) illustrates the 3d charge for ferriage from the U. S. exchange office at Cape Vincent, N. Y., to Kingston, Canada. No additional internal Canadian postage by distance was charged.

Comments on the cover were received from Calvet M. Hahn and Pitt Petri. Mr. Petri is the author on "The 'Ferriage Rates' of Upper Canada," which appeared in the *Twenty-Seventh Congress Book* (1961).

The entire border between the United States and the province of Upper Canada was demarcated by water in the form of rivers and lakes. The usual method of crossing was by boat or ferry, since bridge construction over major waterways was not generally undertaken until after 1850.



Figure 1

The custom of adding a small charge to the postage of letters transmitted between border offices to defray the expenses of ferry transport was begun informally at individual offices in the early 1820's. Canadian Deputy Postmaster General Thomas A. Stayner recognized and sanctioned the collection of ferry postage by an order effective Jan. 12, 1829. Various offices were authorized to exchange letters and collect ferriage (for details see Mr. Petri's article). The charge was 2d except at Kingston where 3d was authorized. Transit from Kingston to Cape Vincent involved a ferry from Kingston to Wolfe Island, travel across the island to the south shore, and then another ferry to Cape Vincent, so that distance and cost were both higher than at other exchange points.

During this period the 3d ferriage charge was added to the postage of all letters exchanged through the Kingston-Cape Vincent offices, regardless of their origin or destination. The application of this charge is illustrated by the covers in Figures 2 and 3. The transatlantic letter (Figure 2), which was routed via the United States, originated at Bath, U. C., on Oct. 24, 1832, and was exchanged at Kingston on Oct. 26. The itemization of charges at the upper right (prepayment of Canadian and U. S. postage was obligatory on such let-

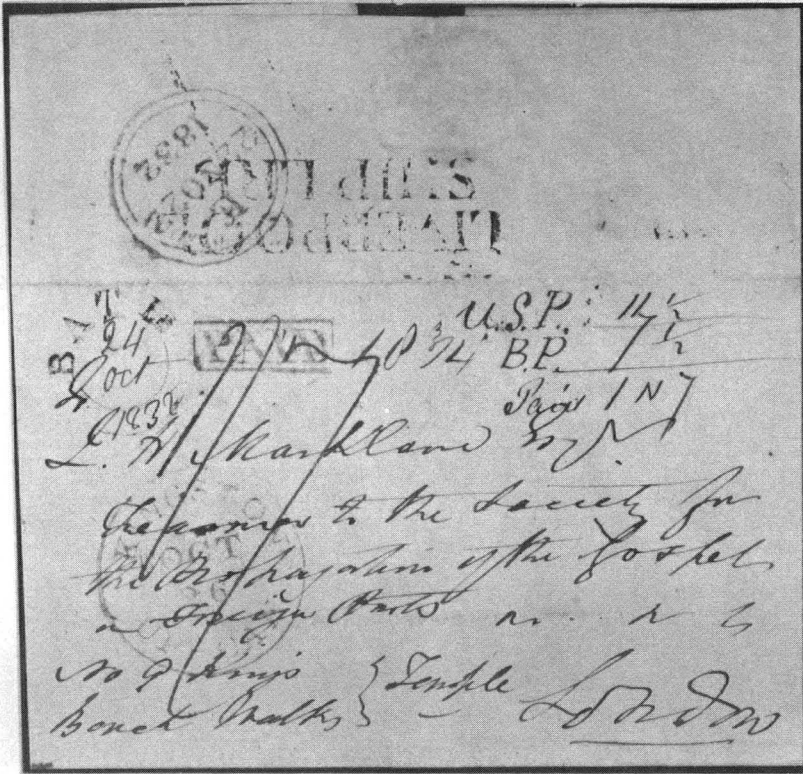


Figure 2  
 Letter from Bath, U. C., to London via the United States in 1832. Exchanged through Kingston, with ferriage included. Received at Liverpool as a ship letter.

ters) included "U. S. P." (U. S. postage) 11½d (equal to 18¼c) and "B. P." (British, i. e., Canadian, postage) 7½d. The latter figure was composed of 4½d postage for less than 60 miles (Bath is 15 miles from Kingston), and 3d ferriage.



Figure 3  
 From Syracuse, N. Y., to St. Catharines in 1836. Exchanged at Kingston. Ferriage rate added to make total 1/2 postage due.



In the opposite direction the cover in Figure 3 from Syracuse to St. Catherines was also rated with ferriage when it was exchanged through Kingston on August 20 (1836). The distance from Kingston to St. Catherines along the north shore of Lake Ontario is about 240 miles, the rate for 200-300 miles being 10d stg. or about 11½d cy. A ferriage charge of 3d was included in the postage due total, which was rounded off at 1/2.

On Feb. 22, 1837, Stayner announced the abolition of ferriage in most circumstances in the following order:

Ferry postage—From the 6th of March next, inclusive, the practice of adding ferry postage to letters to and from the American territory, passing through the distributing offices in Upper Canada, in direct communication with the United States is to be discontinued. That postage will, in future, be confined to letters originating in or addressed to the towns where those distributing offices are situated.

Ferry postage was no longer assessed on letters passing through the exchange offices in Upper Canada to or from places beyond. From this date only those letters originating at Kingston addressed to destinations in or beyond the United States or letters addressed to Kingston from or via the United States were charged the 3d ferriage rate. No other Canadian postage was charged on such mail. A stampless cover (Figure 4) used from Troy, N. Y., to Kingston in 1842 is another example of the usage shown in the problem cover.

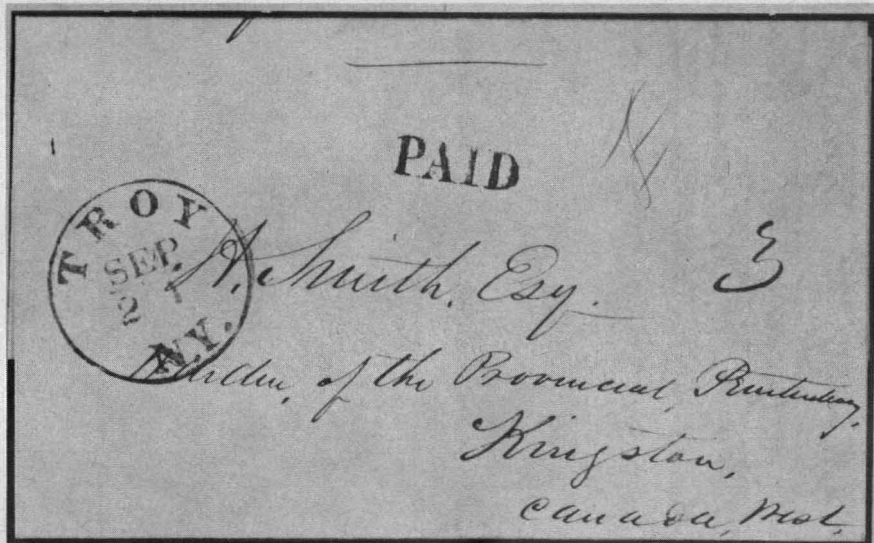


Figure 4  
Troy N. Y., to Kingston, Sept. 21, 1842. U. S. postage of 18¾c prepaid. 3d ferriage due.

Covers from Kingston to the United States in the 1837-51 period usually do not show any Canadian postage rate. Some students, such as Winthrop Boggs, have stated that Canadian postage was not charged because the Kingston postmaster was also a U. S. postmaster. My own belief is that ferriage was collected on such letters before they were accepted for exchange with the U. S. office, but that the amount was not noted because no other Canadian post office could be involved and because ferriage, being wholly a Canadian charge assessed and collected by the Canadian exchange offices, was of no concern to the U. S. Post Office. There does not seem to be any valid reason for the Kingston post office (or any other Canadian border office) to collect ferriage on incoming mail while "forgiving" it on outgoing. These covers frequently bear a notation "Paid to the lines" or "Charge Box —" either of which would be ridiculous if no Canadian charge were involved.

Furthermore, the assumption that the Kingston postmaster and other Canadian postmasters functioned as U. S. postmasters is based, I believe, on

a misinterpretation of the records. Many of the U. S. *Official Registers* through the 1847 edition list postmasters at various Canadian exchange offices with the amount of their commission. However, these sums were paid them as a percentage of the U. S. postage collected by them as *agents* of the U. S. Post Office Department, not as postmasters. These individuals certainly never received official appointments as U. S. postmasters, for which they would have had to take an oath and post bond.

This discussion of ferriage fulfills a promise made in the Cover Corner in *Chronicle* 69 (February 1971) when the special exchange office rate was explained. An error there, stating that no ferriage charge existed between Prescott, U. C., and Ogdensburgh, N. Y., should be corrected: according to Mr. Petri, ferriage was collected between these offices.

### PROBLEM COVER FOR THIS ISSUE

The problem cover in Figure 5 was furnished by Lester L. Downing. The 5c 1861 stamp is cancelled and tied by a red BOSTON BR. PKT./PAID/JAN 20. There are no other markings on the cover. It arrived on the *Asia* Jan. 20, 1867.

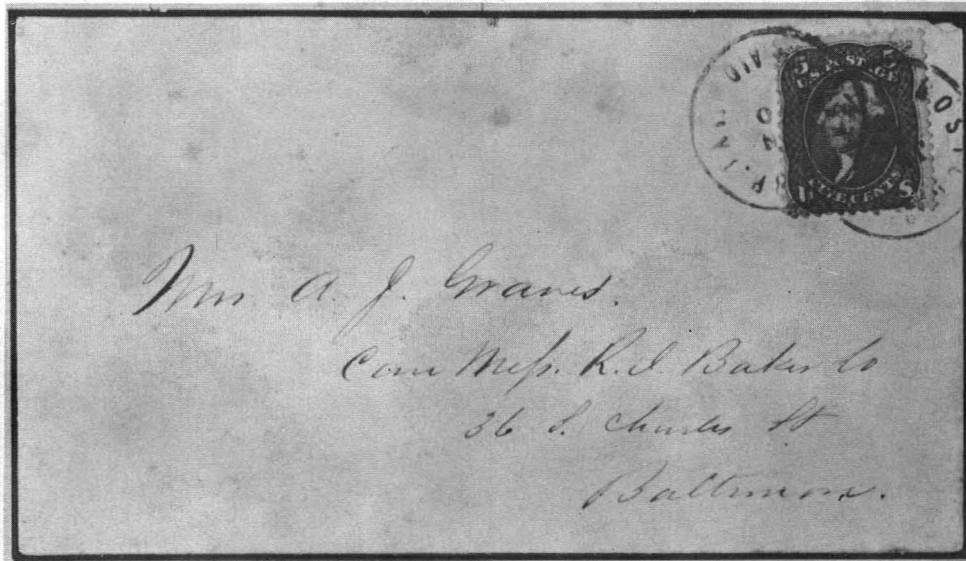


Figure 5

The contents are missing and there is no evidence of origin. Probably no certain solution can be found—nevertheless, it may be possible to construct a theory explaining the puzzling features.

Where did the cover originate?

Why does it bear a 5c stamp? What rate is involved?

Why the BR. PKT. postmark? Why no other markings?

Your suggestions will be appreciated.

### THE FOREIGN MAILS (continued from page 243)

is the earliest use of a handstamped exchange marking yet recorded, being used on the fourth day the new agreement was in force. It appears on a cover mailed at Lockport, N. Y., on April 9, 1851, prepaid with two 5c 1847 stamps.

The probable—but not certain—office of use is Buffalo, N. Y. However, it is hard to reconcile the paucity of examples with such a busy and important office, unless the instrument was damaged, or discarded for some reason. Additional reports may answer these questions.



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