

February 1974 (No. 81)

THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

February 1974

Volume 26, No. 1

Whole No. 81

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IN THIS ISSUE

THE EDITOR'S PAGE	6
THE 1847-51 PERIOD	
1847 Covers to Canada,—Part III, <i>by Creighton C. Hart</i>	7
THE 1851-60 PERIOD	
Colors of the Three Cent 1857-61 Perforated Type II Stamps (S4 and S5), <i>by David T. Beals III</i>	14
Three Cent 1857 Perforated Stamps (S4) from Plate 10, <i>by Thomas J. Alexander</i>	17
Chase Plating Photos—Correction	23
Newly Reported Markings Associated with U. S. Mails	24
THE 1861-69 PERIOD	
“Production Varieties” of Printing and Perforating, 1861-67, <i>by C. W. Christian</i>	25
Editorial	31
“PAID” Cancellations of New York State on the 3c Stamp of 1861, <i>by Daniel M. Knowles, M. D.</i>	31
THE 1869 PERIOD	
Message from the Period Editor	36
10c 1869 Multiples	36
24c 1869 Stamp Used in China	37
New Book on 1869 Proofs and Essays	39
1869 Notes	35
THE BANK NOTE PERIOD	
Universal Postal Union Mail to Non-member Countries, <i>by Charles J. Starnes</i>	40
RAILROAD POSTMARKS	44
THE FOREIGN MAILS	
The Last Sailing in July 1870 by the Hamburg-American Line Packets from New York, <i>by Walter Hubbard</i>	48
The Higher Fully Prepaid British Mail Rate to France—1870-1875, <i>by George E. Hargest</i>	49
Correction	52
Exchange Markings on Mail to B. N. A.	52
Correction—North Atlantic S. S. Co. Sailings	53
GUEST PRIVILEGE	
Letter Carrier Service in New York, <i>by Calvet M. Hahn</i> (Continued from <i>Chronicle</i> No. 80)	54
THE COVER CORNER	
Answer to Problem Cover in Issue No. 80	61
Excerpt from the 1851 PMG Report	62
Problem Cover for this Issue	63
A Revised Explanation	64
The Chronicle / February 1974 / Vol. 26, No. 1	5

THE EDITOR'S PAGE

This issue's masthead introduces a new addition to the editorial staff. The 1869 issue is being separated from the 1861-69 section under Dick Graham's editorship and will henceforth have its own allotted space in the *Chronicle*. Michael Laurence has agreed to be editor for the 1869 period. His qualifications are impressive and we are all very pleased to have him join us. He will need cooperation from collectors and amateurs of the 1869 stamps, so please extend him your help and encouragement.

• Theodore L. Behr and Hans Stoltz have recently been appointed vice-presidents of the Robert A. Siegel Auction Galleries, Inc., in recognition of their many years of dedicated service. Those of us who are personally acquainted with the expert knowledge and helpful consideration of these gentlemen can appreciate how well deserved is this tribute.

• The beginning of a new volume year seems an opportune time to review the mechanics of the *Chronicle's* production. Better understanding of the steps involved may, at best, spare the reader disappointment, frustration and delay or, at least, explain the reasons for these problems.

Deadlines (in theory) are Dec. 15, Mar. 15, June 15, and Sept. 15 for the February, May, August, and November issues respectively for the section editors and advertisers to have material and illustrations in the hands of the editor-in-chief. This allows about two weeks to check copy and make any necessary corrections, mark typescripts and art work for the printer, and get everything mailed. The *Chronicle* is printed by Kelly Press in Columbia, Missouri. This arrangement was inherited from the previous editors, but is continued on its merits, because of our friendly, cooperative, and very satisfactory relationship with Kelly Press, although transit time in the mails takes several days for each issue. Type setting and art preparation by the printers usually require about two weeks; by the time the galleys have reached Ohio, been proof-read, dummied, and returned to Missouri, and the process repeated for the page proofs, it is close to the end of the month preceding issue date. Often the *Chronicle* is not printed and deposited at the post office until the first week of the issue month.

The *Chronicle* is mailed at Columbia, Mo., as second class matter; service to many areas is slow and unpredictable and the regulations are tedious and complex. The rates, however, are the cheapest available. The mailing envelopes are prepared and addressed in Washington, D. C., under Bob Hegland's supervision and sent to Missouri two or three weeks before the anticipated mailing. Changes of address or new member addresses received after this date are forwarded to Jack Jenkins who fills these mailings from the extra copies sent him by the printers after the regular mailing is completed.

Therefore, to insure getting your copy as promptly as possible, please follow these suggestions:

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Extra copies of the current issue, **back issues**, or other U. S. P. C. S. publications should be ordered from Jack Jenkins.

Advertising copy or inquiries about rates should be directed to Cliff Friend.

Notes, reports, articles, and philatelic inquiries should be sent to the appropriate section editor whenever possible.

Topics not covered by individual sections, items related to foreign mails, and general correspondence may be addressed to the editor-in-chief.

Your cooperation and forbearance will help us serve you better.

THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 COVERS TO CANADA — PART III

CREIGHTON C. HART

Part I of "1847 Covers to Canada" focused on usual routes and rates; part II illustrated covers with unusual postal markings; and in this part III the emphasis is directed at discrepancies in cross border rates.

During the period July 1, 1845, until April 6, 1851, letters to and from Canada were rated per $\frac{1}{2}$ ounce in both the U. S. and Canada. In addition the rates (figured separately for each country) were based upon distance to and from the border for both countries. From April 6, 1851, the cross border paid through rate (10c or 6d per $\frac{1}{2}$ oz.) which then went into effect, applied regardless of distance except for the west coast.

The U. S. domestic rates of 5c for 300 miles or less and 10c for distances over 300 miles were figured from origin to the border crossing point. The Canada rates were a little more complicated and were as follows (stated in Canadian currency): up to 60 miles: 4 $\frac{1}{2}$ d; 61-100 miles: 7d; 101-200 miles: 9d; 201-300 miles: 11 $\frac{1}{2}$ d; and so on.

It follows that letters with single U. S. postage to the border are expected to show single Canada postage due from the border to destination. If the U. S. rate to the border and the Canada rate from the border to destination *do not agree*, philatelists are curious to know why. An isolated example may be excused as an individual's error, but when the errors are repeated and occur from more than one post office, the reasons are hard to comprehend.

There are eleven '47 covers addressed to Canada that appear to have double U. S. postage but only single Canada postage. Such covers are known from New York, Troy and Boston. Covers from each city are illustrated to show these discrepancies. There seems to be an explanation for many of the covers, but there is no satisfactory answer for all of the covers as yet. This unexpected difference in rates on letters *to* Canada is further complicated when a parallel is found on letters *from* Canada. The letters originating in Canada show prepayment of double Canadian postage, then only single U. S. due from the border.

Two letters from each of the three post offices are illustrated, namely New York (covers O and P), Troy (covers Q and R), and Boston (covers S and T). One cover in each pair shows the single U. S. rate and the expected corresponding single Canada rate. The second cover has *double* U. S. postage but only *single* Canadian. In most instances the Canadian amount is the single rate to Montreal of 4 $\frac{1}{2}$ pence for less than 60 miles. The single rate to Quebec (cover R) is 11 $\frac{1}{2}$ pence for 201-300 miles.

The two New York covers (O and P) are both addressed to David Torrance, a familiar addressee on cross border covers. It is quite natural to assume that David Torrance's correspondent misjudged the weight and guessed that one letter weighed over $\frac{1}{2}$ ounce and required a second 10c stamp. This loses some of its rationale when it is learned that several other David Torrance letters from Troy have double U. S. postage but are rated only single postage by the Canada post office.

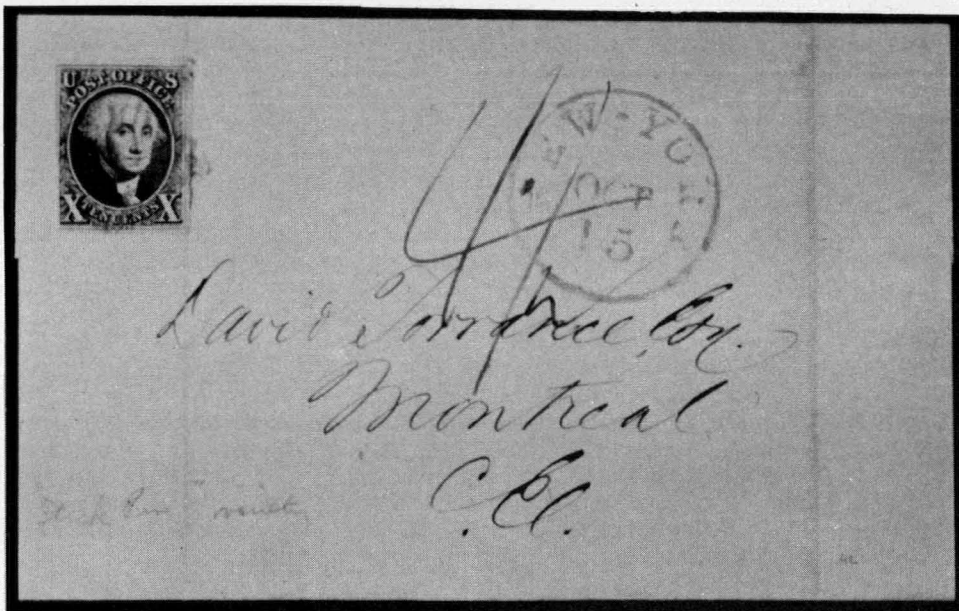
There are seven 1847 covers from Troy to Montreal paying the double U. S. rate to the border but which are rated as single letters by Canada. Six of the seven are to David Torrance all mailed between August 10, 1850, and September 26, 1850. Two of the six have the boxed rectangular Troy and N. York Steamboat in addition to the Troy townmark. David Torrance was a member of a prominent family of importers, shippers and steamboat owners. His U. S. correspondent undoubtedly was writing frequently about family business.

All of the Torrance covers are folded letters. It would be interesting to know what *origin* or *origins* these covers show in the datelines if the letter sheets are



Cover O was lot 78 in the H. R. Harmer, Inc. auction on March 18, 1970. There are two 10c 1847 stamps to pay the double U. S. rate from New York to Montreal. The manuscript 4½ is only the single Canada rate. (Photo courtesy of H. R. Harmer, Inc.)

still attached. The boxed Troy & N. York Steamboat handstamp is more indicative of origin than the Troy postmark on two of the covers.

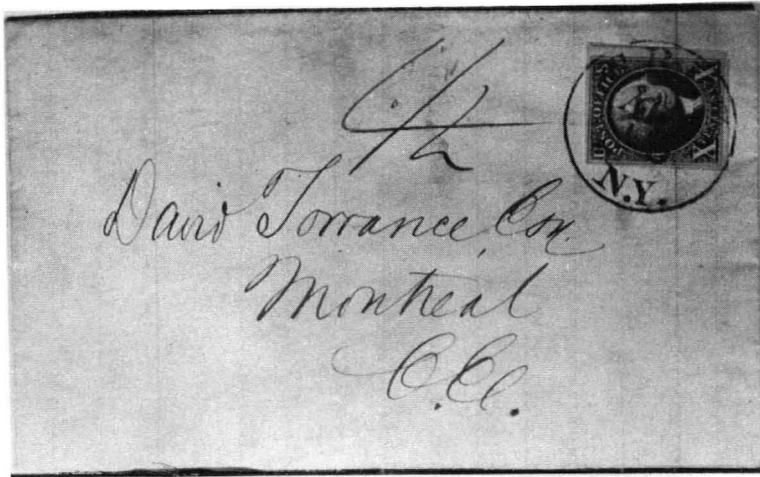


Cover P is from the David Torrance correspondence as is Cover O. The 10c stamp pays the single U. S. rate from New York to the border and the manuscript 4½ is the corresponding single Canada rate from the border to Montreal.

Kenneth R. de Lisle explains this in *The Hudson River Mail 1804-1858* (The W. L. L. Peltz Collection of Albany Postal History):

Merchants and professional men worked to a late hour and the afternoon closing found many of them in a desperate race with the clock. Under these circumstances it was found convenient to provide a box on the boat into which letters could be deposited right up to the last minute before the vessel's departure. Since these letters were not processed (or even seen) at the post office of the town in which they originated, a new class of "outside mail" was created.

First, the Hudson River loose (way) letters were rated with postage from point of origin to destination, not from processing or originating office to destination. Second, a way fee was not added. Such a fee may have been paid to the captain or steamboat owner, but it was not passed on to the person receiving the letter.



Cover Q has a 10c stamp which represents the double U. S. rate from Troy to the border. Only single Canada postage is due as shown by the manuscript "4½" pence.

A communication picked up at the New York dock, addressed to Albany, paid the full applicable rate for the distance between the two cities; a letter picked up by the same boat while at the Poughkeepsie dock would pay only the Poughkeepsie to Albany rate.

The two Troy covers with the Troy & N. York Steamboat marking originated elsewhere than Troy, quite probably in New York City. Susan McDonald has offered the reasonable explanation that all of these Torrance letters were dispatched on a non-contract steamboat at the Hudson River pier in New York City with only two of them receiving the Steamboat hand stamp after arrival at Troy. This would make the double rate from Troy (cover Q, and those like it) the correct rate from New York City. Credibility is added to this explanation when we learn that another letter to Mrs. Joseph (see list) addressed in the same handwriting as the one listed, was mailed the previous month with a New York postmark. Perhaps the Oct. 20, 1848 letter to Mrs. Joseph from Troy was mailed at the Hudson River pier in New York City too.



Cover R has the 5c single U. S. rate from Troy to the border. The manuscript 11½ is the corresponding single Canada rate from the border to Quebec which received its mail in through bags via Montreal as the hand-stamp in the left hand corner shows.

COVERS TO LOWER CANADA SHOWING RATE DISCREPANCIES

<i>Double U. S. Rate Date Stamp(s)</i>	<i>Postmark</i>	<i>Destination</i>	<i>Single Canada Rate Postage Due Addressee</i>
July 8, 1848 1-10c	Boston	Montreal	4½ Unknown
July 31, 1848 1-10c	Boston	Montreal	4½ Edmonston, Allen & Co.
Oct. 20, 1848 1-10c	Troy	Montreal	4½ Mrs. J. H. Joseph
June 20, 1850 1-10c	Boston	Montreal	4½ Messrs. H. B. Smith & Co.
Aug. 10, 1850 1-10c	Troy	Montreal	4½ David Torrance
Aug. 22, 1850 1-10c	*Troy	Montreal	4¼ David Torrance
Sep. 2, 1850 1-10c	Troy	Montreal	4½ David Torrance
Sep. 5, 1850 1-10c	*Troy	Montreal	4½ David Torrance
Sept. 15, 1850 2-10c	N. Y.	Montreal	4½ David Torrance
Sep. 18, 1850 1-10c	Troy	Montreal	4½ David Torrance
Sep. 26, 1850 1-10c	Troy	Montreal	4½ David Torrance

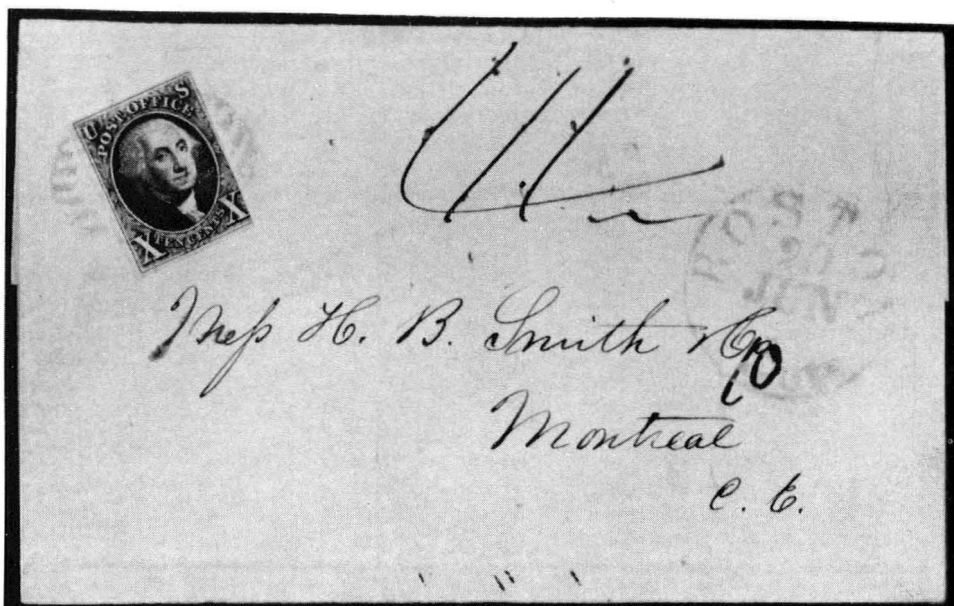
An asterisk in front of "Troy" shows that the blue "Troy & N. York Steamboat" in a rectangle is also on the cover.

The Hudson River valley was a main south to north route long before its discovery by white men. Kenneth de Lisle describes its use in colonial days: "After the forceful acquisition of the two [settlements Albany and New York City] by the English in 1664, the river continued to grow in importance as a commercial highway and essential link in the military route to Canada." During the 1847 period, through bags were made up for Montreal (and beyond) at New York, Albany and Boston. Troy is opposite Albany on the Hudson River and less than 10 miles away. Because of its proximity to Albany, letters for Canada landed by steamboat at Troy entered the through bags at Albany.

Even if the theory about mailing at the New York City pier is correct for the double rate letter from Troy, it is no help whatsoever in explaining the Boston covers with a discrepancy in rates. There is no reason to believe that the three double rate covers from Boston originated any place but there. Considerable mail must have originated from Boston for Montreal to justify through bags. It is surprising that so few '47 covers from Boston have survived. McDonald writes that this same scarcity exists for stampless covers in this period.

Today's Rand McNally map shows Montreal 315 miles from Boston. Because Montreal is so close to the border the uninformed might guess the distance "to the lines" from Boston at over 300 miles with 10c postage required. The Boston postal clerks knew the distance was less than 300 miles and that the 5c single rate applied. Maurice Blake in *Schedule of Mails and Postage in 1849—A Philatelic Discovery* quotes from the official notice issued by the Boston post office August 1, 1849. This notice gives the rates, "for land mail the single rate of 10c over 300 miles from Boston 'to the lines' on letters to or from Upper Canada (Ontario), and New Brunswick; 5c not over 300 miles 'to the lines' for Lower Canada (Quebec)." Montreal, of course, was in Lower Canada.

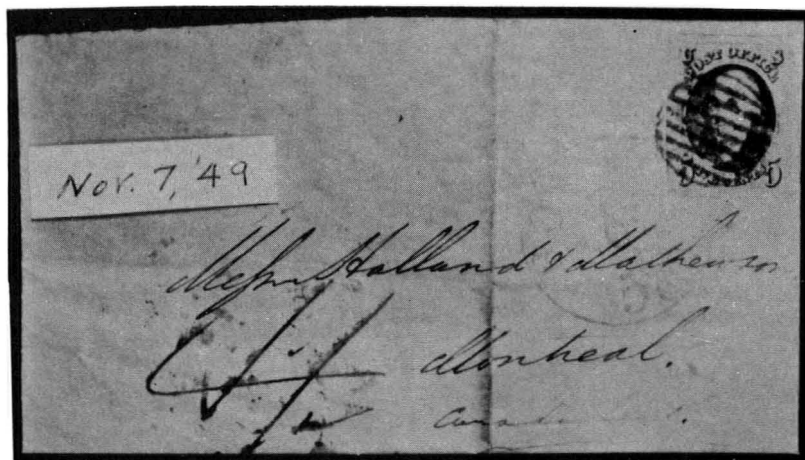
All three covers from Boston are important in this puzzle of inconsistent rates. Cover S to Montreal has the Boston postmark with the "5" cent rate obviously having been changed to "10". The 10c rate represents double the U. S. single rate but there is only the single rate of 4½ pence due from the Montreal addressee. When this letter was mailed June 20, 1850, apparently the Boston postal clerk at first believed the letter required only the single rate of 5c to the lines. Upon discovering that it weighed over ½ ounce, he changed the rate to "10" and the 10c stamp was placed on the envelope.



Cover S has a 10c stamp which represents the double U. S. rate from Boston to Montreal. The "5" cent rate in the postmark has been changed to "10". (Susan McDonald Collection).

McDonald suggests the opposite might also be true. The 10c stamp may have already been on the letter, although it needed only a 5c stamp, and the clerk obligingly altered the "5" to "10" to conform with the stamp. Strange happenings sometimes occurred when stamps were an innovation.

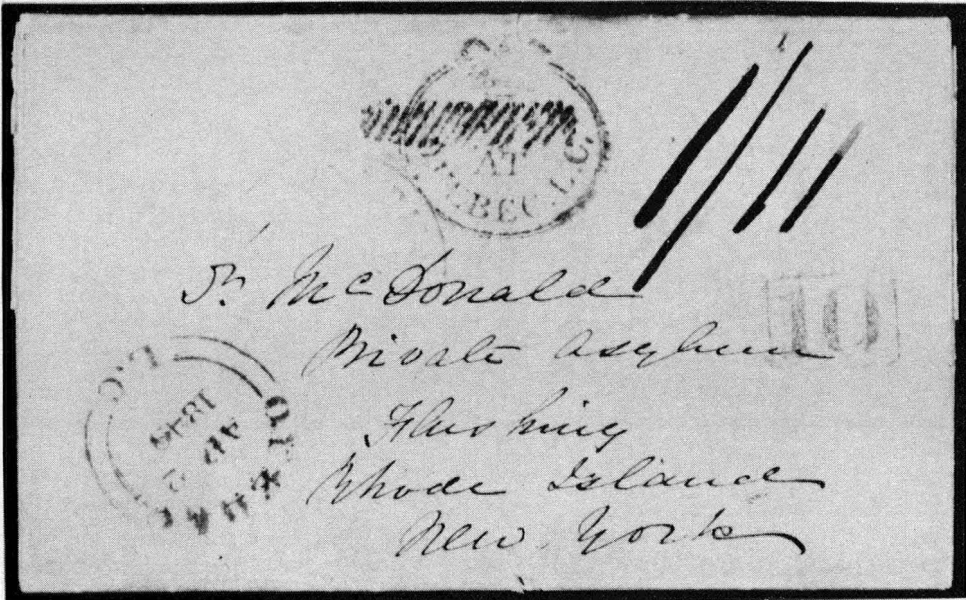
The addressees are known for two of the three covers from Boston. Both of these are to business firms in Montreal and presumably from business firms in Boston. Businessmen during this period were well informed about distances, mail routes, rates, ship departures and other operations that are now taken for granted. The fact that these are business letters lends credence to the intentional double rating of both covers.



The 5c stamp on Cover T paid the U. S. single rate to Montreal and the "4½" pence was the corresponding Canada single rate from the border. This illustration is from a color slide and some detail is lost in the transfer.

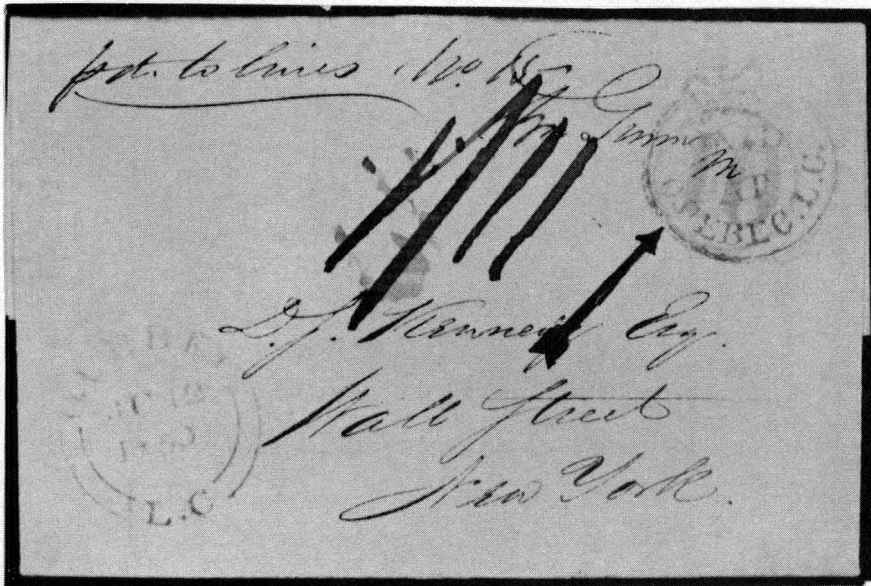
The stampless covers V and W illustrate parallel discrepancies on letters of Canadian origin. The double rate of 1/11 (twice 11½d for 201-300 miles from Quebec to the border) was prepaid on each, but U. S. postage due was rated as 10c at the single letter rate. Cover V was exchanged through the U. S. office at

Highgate, Vt., which struck its characteristic boxed 10 rating handstamp and crossed out the PAID in the Quebec postmark with a diagonal grid. This letter should have been sent in the through mail bag but the erroneous direction of "Flushing, Rhode Island" caused the improper routing. Mistakes in rating should have been less frequent at a small office like Highgate than in the through mail.



Cover V originated at Quebec in 1849 and was prepaid 1/11 at the double rate. Rated 10c U. S. postage due at the single rate by the Highgate, Vt., exchange office. (McDonald collection).

Cover W went into the through bag at Montreal and received the encircled 10 handstamp at the New York City Post Office. Almost certainly this was a double letter with the U. S. rate in error because of careless handling, as the notation "pd to lines No. 15" indicates Canadian postage was charged to the account of a Quebec firm, and was therefore accurately figured.



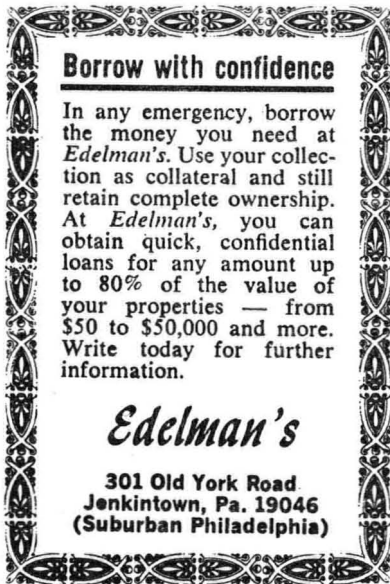
Cover W, from Quebec in 1850, was forwarded in the through bag to the New York City Post Office, where it was rated 10c due as a single letter. Double Canadian postage of 1/11 was charged by the Quebec P. O. (McDonald collection).

It is strange that there are no covers reported with the reverse discrepancy in rates, that is, from the U. S. with single U. S. and double Canada, or from Canada with single Canada and double U. S. in this period.

This article contains all the information I have about covers inconsistently rated. As was stated earlier there is no satisfactory answer as yet. In searching for an explanation I have considered what characteristics all the covers have in common. All of the covers from the United States are (1) to Montreal and (2) they all went in the through bags unopened to Montreal. (Covers from Troy went in the Albany bag). The mail to Montreal was heavy during this period and it is possible that through letters from the States were rated singly at "4½" pence to save time unless a letter was obviously overweight. In other words each letter was not individually weighed. Letters weighing ½ ounce and those weighing more but less than an ounce could have passed for the single rate. This explanation may also apply to the overweight letters from Canada.

There is more to this postal history story than I have been able to give here. Dr. Carroll Chase figured that there were 50 times as many stampless letters as there were stamped during this period. Elliott Perry confirmed this, and they both based their computation upon postal receipts. Also, only about one '47 stamp for every 400 issued still remains on cover. Statistics such as this are subject to error—perhaps gross error—but nevertheless I hope they indicate that there are hundreds of stampless cross border covers to be examined compared to the limited number of stamped covers. I would be interested in knowing of stampless covers that show discrepancies in rates both to and from Canada and the United States after July 1, 1845.

This concludes the series of articles on 1847 foreign uses. The total of transatlantic covers is increased by 6 to 178, being 3 more to England and one each to Scotland, Holland, and France. The numbers to the Maritime Provinces and to "the rest of the world" remain unchanged at 36 and 8 respectively. Cross border covers to Canada still remain the most numerous, being a few more than 250.



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THE 1851-60 PERIOD

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

COLORS OF THE THREE CENT 1857-61 PERFORATED TYPE II STAMPS (S4 AND S5)

DAVID T. BEALS III

References

1. "Color Study of the Three Cent Stamp of the United States 1851-57 Issue" by Wilbur F. Amonette, M.D., *The Chronicle* #78.
2. *The 3c Stamp of the United States 1851-57 Issue* by Carroll Chase, revised edition, Chapter XXII.
3. *Color Standards and Nomenclature* by Robert Ridgeway, published by the author in 1912.

Introduction

With the publication of Dr. Amonette's definitive article on the colors of the imperforate stamps (Ref. 1), your editors feel that similar information on the Type II and IIa perforated stamps is needed. Insofar as we can determine, the only information published on this subject is contained in Dr. Chase's book (Ref. 2), Chapter XXII, pp. 154-158.

The prefatory remarks on the colors of these stamps as found both in Dr. Chase's book and in Dr. Amonette's article are applicable here. It should also be mentioned that the term "shade" as used in this article refers to the variations found within the named colors, which are substantial in a number of instances. It should also be remembered that Dr. Amonette changed Dr. Chase's Dull Rose Claret to plain Claret. One or two other changes are suggested herein with regard to the colors found on the perforated stamps.

Those of us who had the privilege of having Dr. Chase's help and guidance on this subject know that he did considerable additional work on the colors of the 3c stamps after the publication of his book, and that he prepared at least two charts of the S4 and S5 colors as he knew them. To several of the rarer shades (not mentioned in his book) he assigned names from Ridgeway's book (Ref. 3). Dr. Amonette has one of these charts, your author the other, and we would very much like to know if any others are in existence.

The first change made by Dr. Chase was to narrow the designation of Plum (as he had used it in his book) to one specific color (discussed by Dr. Amonette on page 89 of his article); and the designation of a new color, Purple Claret. This change is still not generally understood, and the continued use of Plum instead of Deep or Purple Claret by most dealers and auctioneers has been in error and has greatly confused the proper identification of both colors by most collectors.

Another change was the designation of a relatively common 1858 color as Orange Red.

Finally, he designated a number of distinctive and generally rare colors, several by Ridgeway names, of which only Orange Brown and Bright Brownish Carmine had previously been mentioned in his book.

Inasmuch as the production of S4 and S5 stamps was started in July of 1857, it is logical to assume that a number of the same colors (and shades thereof) can be found on both Type I and Types II and IIa stamps printed during the balance of the year, and this has been helpful in dating several of them.

CLARET

Dr. Chase lists this color first on his list of 1857 colors. It is relatively common, the shades ranging from fairly pale to deep, with the impressions being generally sharp. All Claret stamps have a bluish cast to some extent. Some of the shades on S4 and S5 match the shades of the S2 and S3 printings. However,

the range of shades on the perforated stamps is not as great as on the imperforate stamps. Dr. Chase notes that some Claret printings were again produced after 1858, and the use of Claret stamps is known throughout the entire period of use of this issue.

BROWNISH CLARET

A second 1857 color which was again printed after 1858. Again, some of these shades can be matched with the 1857 S2 and S3 printings. The range of shades is from medium to fairly deep, and impressions are clear. In our opinion, this color is also relatively common.

PURPLE CLARET

The third 1857 color, possibly produced again after 1858. This is normally a rich color, and the brightest shades have been called "drinkable" (the color of red wine as seen through a wine glass). Again, a number of these shades approach the imperforate S2 and S3 printings. The shades range from medium to fairly deep. We have not seen any of the spectacularly deep Purple Clarets that exist on the imperforate stamps, and would like to know if anyone has a perforated example. Impressions are generally clear, and in our opinion this color is scarce, with the deep "drinkable" shades rare.

BROWNISH CARMINE

The last 1857 color listed by Dr. Chase, and definitely again produced in quantity after 1858, Brownish Carmine is the most common color found on these stamps. It was printed in a wide variety of shades, from reddish to almost brown, and from fairly pale to fairly deep. Various shades of Brownish Carmine approach most of the other colors in which these stamps were printed, and if there is doubt as to a color by anyone reasonably familiar with this issue, it is probably Brownish Carmine. There is a borderline, or "grey" area between the redder Brownish Carmines and the deeper Dull Reds. Many of these shades approach the redder 1856 imperforate printings. Impressions vary from clear to somewhat fuzzy.

BRIGHT BROWNISH CARMINE

This apparently rare color, described by Dr. Chase at the top of page 158 of his book, was not included in the color chart the author obtained from him, indicating that he may have subsequently changed this classification. We would welcome any additional information any of our readers may have on this color.

YELLOW BROWN

Designated "Pale" and an 1858 color by Dr. Chase, Yellow Brown is seen in a range of shades which varies from somewhat yellowish to a brown which in our opinion contains very little yellow. Intensity varies from very pale to fairly deep, and the deeper shades are anything but pale ("Pale" has therefore been dropped from Dr. Chase's designation).

Impressions vary from clear to somewhat fuzzy, which is attributed to plate wear by Dr. Chase. A few of the yellower shades approach closely some of the 1857 imperforate shades. We consider this color scarce.

DULL ROSE BROWN

This is another 1858 color which varies from pale to deep. Impressions vary from clear to somewhat fuzzy, and some of these shades approach a few of the 1857 imperforate printings. While most of the shades are quite dull, several of the deeper printings are quite bright. This color is common.

ORANGE RED

This was designated an 1858 color by Dr. Chase after the publication of his book. It varies from pale to deep, and impressions are normally a bit fuzzy. This color approaches the 1855 Orange Red to some extent, but impressions are clearer and the shades average a little browner. There is a "grey" area between the deeper shades of this color and the deep Rose Browns. This color is relatively common.

While we have not seen any of Dr. Chase's 1858 colors with 1857 postmarks, we do wonder if any might exist, and would very much like to hear from anyone who might have seen any such.

DULL RED

First appearing in 1859 and used until demonetization, this is also a common color. Shades range from pale to fairly deep and impressions are clear. Aside from the intensity, the range of shades is not extensive, though some printings are noticeably redder than others and some of the deeper shades are anything but dull.

PLUM

As previously noted, Plum is no longer another name for Purple Claret. It is a dull shade of purplish brown and is further discussed on page 89 of Dr. Amonette's article. Two shades have been reported on this issue. One is the same as the S2 shade while the other is paler and a bit browner. Impressions are a bit fuzzy. We have seen but three examples of Plum on these stamps, two of which are in Dr. Chase's charts, making it the rarest of the perforated colors, as it also is imperforate. One stamp has been reported used in August 1861.

It would seem that Dr. Chase must have been very intrigued by the name "Plum," having applied it to two distinct shades over the years. Even so, he may have stubbed his toe a bit on it as *the* Plum color on the stamps does not resemble any real plum I have ever seen, and possibly "Prune" might be more descriptive. For those with a copy of the Ridgeway book, we believe Hessian Brown (Plate XIII) is closest to Dr. Chase's Plum. It is not, however, a very good match, the stamp having more purple.

ORANGE BROWN

This color was designated an 1858 printing by Dr. Chase. It is a bright color and approaches the 1856 imperforate printing described on page 88 of Reference 2, but is not as bright. Impressions are clear, and we consider it rare, having not seen more than 10 examples. Two dates of use have been reported, October 1858, and March 1860.

YELLOW ROSE RED

This color closely approaches the medium Yellow Rose Reds of the 1856 imperforate printings, though the S5 printings are not known in nearly as wide a range of shades. They range from pale to medium intensity and impressions are very clear. We have been unable to date this printing, but the stamps appear to be more closely related to the Dull Reds than to the earlier printings. Since not more than a dozen examples have been seen, they are considered rare.

GARNET BROWN

This is a Ridgeway color (Plate I) and those having access to this book can spot this color easily, although the shade of the stamp is paler than the Ridgeway color sample. It is a fairly rich reddish brown. Impressions are clear, and it, too, is rare. We have been unable to date this printing.

ETRUSCAN RED

This is another Ridgeway designation, (Plate XXVII) although the color of the stamps is much brighter than the color sample, which is very dull. This color approaches some of the redder shades of the 1856 Yellow Rose Reds, and also appears to be related to the Dull Red printings. Impressions are clear. The only dated example we have seen was used in 1860. Etruscan Red is rare.

DEEP CORINTHIAN RED

Another Ridgeway color (Plate XXVII), to which we have added "Deep," as there are two Corinthian Red samples in Ridgeway, and in our opinion the color of the stamp is deeper and richer than either one. It is a deep rich red varying from fairly deep to very deep. Impressions are a bit fuzzy. We do not know the date of printing. Deep Corinthian Red is also a rare color.

MOROCCO RED

This is the final Ridgeway color (Plate I). It is also a deep red, but not quite as red as Deep Corinthian Red. Impressions are a bit fuzzy. We have seen an example used in 1860. This is also a rare color.

In addition to Dr. Chase's colors, we have seen about ten examples (including an unused block of four of S4) of another distinctive brown color. It is a dull shade which lies between Orange Brown and Rose Brown, and very closely approaches the paler Yellowish Orange Brown shades of 1851. We propose that this color be designated Dull Yellowish Orange Brown. It is rare.

Conclusion

Your editors have made a color analysis of their collections of plate positions and varieties of S4 and S5, none of which were selected for color, and find the following distribution:

Color	Number of stamps	Percentage
Claret	12*	2.5*
Brown Claret	26	5.1
Purple Claret	2	0.4
Brownish Carmine	237	46.3
Rose Brown	141**	28.0**
Dull Yellowish Brown	9	1.8
Orange Red	16	3.2
Dull Red	66	12.7
Other colors	—	—
Total	507	100.0

*Based on other experience, we believe the proportion of clarets in this sampling to be too low.

**The number of Rose Browns is too high, probably because of a disproportionate number of S4s contained in these collections. However, this is the only data we have to date, and we would certainly welcome any additional information on this subject from our readers.

THREE CENT 1857 PERFORATED STAMPS (S4) FROM PLATE 10

THOMAS J. ALEXANDER

(Continued from *Chronicle* 80:203)

Figures 1 through 12 illustrate 12 of the 13 recut inner line positions found on Plate 10 Early. The thirteenth position, 10L10^e, is illustrated in Figure 16 under the heading "Distinguishing the Plates."

Fig. 1. 5L10^e. The right inner line is recut from a point about even with the center of the upper right rosette to a position on an imaginary horizontal line passing through the bridge of Washington's nose.

Fig. 2. 18L10^e. Here the right inner line is recut from a point even with the center of the upper right rosette to a point even with Washington's eye.



Figure 1



Figure 2

Fig. 3. 19L10^e. The right inner line is recut beginning at about the level of Washington's ear and extending down through the outer dots of the lower right rosette.

Fig. 4. 24L10^e. The recut inner line at right begins at a level above Washington's brow and runs down through the outer dots of the lower right rosette.



Figure 3



Figure 4



Figure 5



Figure 6

Fig. 5. 28L10^c. The right inner line is recut, starting somewhat below the level of the center of the upper right rosette and extending down to a point to the left of the fourth outer dot of the lower right rosette.

Fig. 6. 44L10^c. The right inner line is recut, starting at about the level of Washington's eyebrow and extending down to the first outer dot of the lower right rosette.

Fig. 7. 56L10^c. The right inner line is recut from slightly above the level of the bottom of the upper right rosette and extends down to touch the first dot of the lower right rosette.

Fig. 8. 67L10^c. The right inner line is recut from the level of the center of the upper right diamond block to about the level of Washington's ear.

Fig. 9. 17R10^c. The right inner line is very delicately recut. It is probable that in early printings it began at a level just below the center of the upper right rosette and ran down to touch the first outer dot of the lower right rosette. In the illustration shown, it has worn away at the top.



Figure 7



Figure 8



Figure 9



Figure 10

Fig. 10. 22R10^e. The right inner line is recut, starting just below the lower tip of the upper right triangle and running down to a level about even with Washington's eye.

Fig. 11. 60R10^e. The right inner line is recut, beginning at a level about even with the middle of the medallion and runs down to a point about even with the junction of Washington's neck with the bust line on the left.

Fig. 12. 79L10^e. This is the only recut left inner line on Plate 10.

Fig. 16. 10L10^e. The right inner line is recut, beginning at a level about even with the bottom on the upper right rosette, running down to the first outer dot of the lower right rosette.

Distinguishing the Plates

It is believed that neither Plate 10 Early nor Plate 10 Intermediate was sufficiently hardened prior to being put to press. As a result, each exhibited signs of plate wear soon after its use began. In order to improve its appearance, Plate 10 Early was taken out of use, re-softened, and completely re-entered with the transfer roll to create Plate 10 Intermediate. As this plate likewise began to wear, it was also taken out of use and re-entered, creating Plate 10 Late.



Figure 11



Figure 12

In the re-working of the plate to create its Intermediate and Late states, no additional recutting was done; consequently, the differences between Plates 10 Early, Late, and Intermediate are solely the result of re-entry with the transfer roll. Because of this, it is often quite difficult to determine from which state of the plate any given stamp comes. This problem is particularly acute in the case of the Intermediate state, where the re-entry was very carefully made.

There are four tests that can be used in determining whether a given position is from Plate 10 Early, Intermediate, or Late:

1. The recut frame lines were drawn on the plate only once, when Plate 10 Early was created. Since this recutting was not strengthened by subsequent re-entries of the transfer roll, the frame lines on Plate 10 Intermediate are somewhat fainter (due to wear) in relation to the rest of the design than they were on Plate 10 Early. On Plate 10 Late they are fainter still in relation to the rest of the design. This is also true of the repair "A" reliefs in the top row of the right pane on each state of the plate. Caution should be used in applying this test, since the general wear on the stamp being studied will affect its appearance, as will a poor or particularly heavy impression.



Figure 13



Figure 14



Figure 15



Figure 16

2. Many of the recut frame lines were not straight and thus did not fall exactly over the faintly impressed frame lines from the relief roller. On Plate 10 Early an attempt was apparently made to erase the traces of these faint relief lines before they were recut by hand. Every frame line on stamps from Plate 10 Early is relatively sharp and clean cut. No such attempt was made when the reliefs were re-entered to create the Intermediate and Late states. Because of this many frame lines on the later plates appear to be slightly doubled, showing both the recut line and the re-entered faint relief line.

3. The re-entry was not always exact, rendering the lines on Plates 10 Intermediate and Late somewhat fainter or "fuzzy" compared to those on the same positions from Plate 10 Early. This is particularly true of the frame lines for the same reasons mentioned above.

4. Where the re-entry was far from exact, we have a new double transfer on one or both of the later plates that did not appear on Plate 10 Early. There are not many new double transfers on Plate 10 Intermediate, but a great many appear on Plate 10 Late.

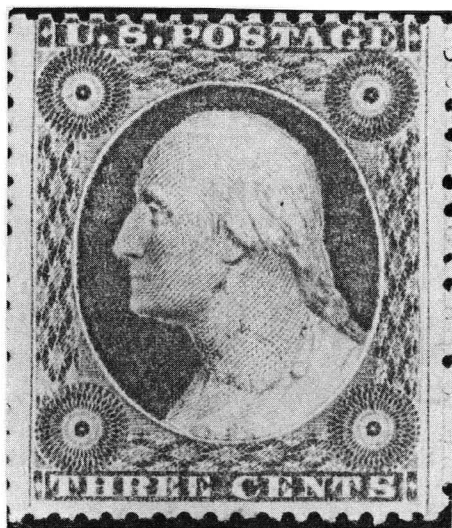


Figure 17



Figure 18

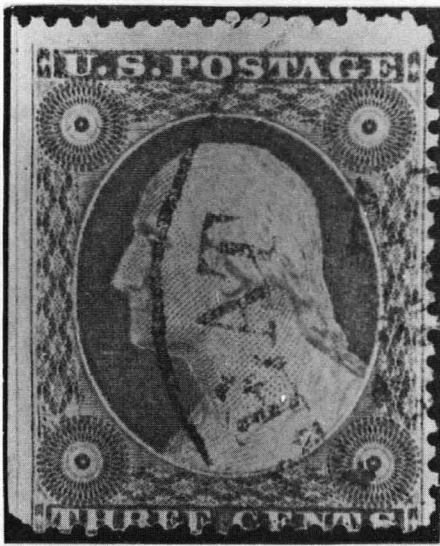


Figure 19



Figure 20

Figures 13 through 24 are an attempt to illustrate the progressive appearance of three positions from the top row as they exist in each state of the plate.

Fig. 13. 2L10^e. A top row position with no repair to the damaged "A" relief.

Fig. 14. 2L10ⁱ. The top of the right frame line is slightly doubled.

Fig. 15. 2L10ⁱ. The right frame line is doubled for most of its length.

Fig. 16. 10L10^e. A top row position with no repair to the damaged "A" relief. It has a recut inner line and shows the characteristic "horn" on the upper right diamond block where the guide dot fell on the upper right corner of the block. Note that the frame lines are relatively heavy and clean cut.

Fig. 17. 10L10ⁱ. The frame lines and recut inner line are slightly fainter in relation to the rest of the design than in the case of 10L10^e. The right frame line is now doubled, the relief frame line appearing between the recut inner line and the recut frame line.

Fig. 18. 10L10ⁱ. The doubling of the right frame line is somewhat more pronounced than in 10L10ⁱ. The stamp has now acquired a distinct double transfer (particularly noticeable in the upper rosettes). Finally, the guide dot



Figure 21



Figure 22



Figure 23



Figure 24

has broken free from the upper right diamond block because of wear along the right edge of the diamond block.

Fig. 19. 1R10^e. A top row position with the damaged "A" relief repaired with one vertical line and four dots. This particular example also shows the guide dot to the left of the design which falls squarely on the center line.

Fig. 20. 1R10ⁱ. The recut lines, including the repair to the damaged "A" relief, are fainter in comparison to the rest of the design than in 1R10^e.

Fig. 21. 1R10ⁱ. The recut lines are fainter still, and the right frame line has become "fuzzy," although it is not doubled.

Fig. 22. 10R10^e. This relatively poor impression from Plate 10 Early illustrates the difficulty in determining from which state of the plate any given example comes. In spite of the impression, the recut lines are heavy and the design is not doubled.

Fig. 23. 10R10ⁱ. A fairly sharp impression from the same position. There is a slight double transfer in the upper right rosette.

Fig. 24. 10R10ⁱ. The right frame line is fuzzy; the left frame line is distinctly doubled. The upper rosettes and the lower left rosette are doubled. The weakness of the design at the upper right corner of the stamp is probably the result of dry paper.

CHASE PLATING PHOTOS — CORRECTION

The price given for these photos in the November issue was in error. Ms. Ellen R. Roney, librarian for the Division of Postal History at the Smithsonian Institution, advises that the current charge is \$4.00 per pane, or \$8.00 per plate. The entire set of 13 costs \$104.00. Requests for order blanks should be addressed to the Division of Postal History, Smithsonian Institution, Washington, D. C. 20560.

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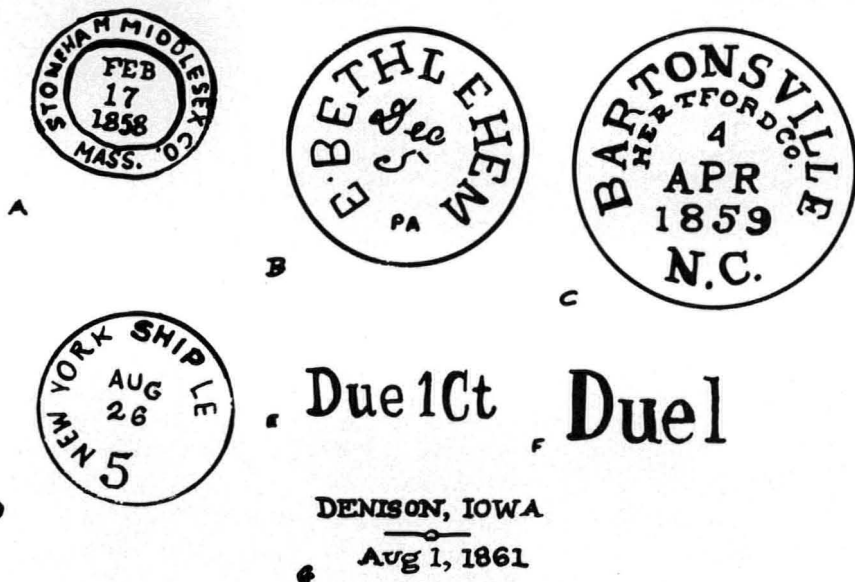
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References to *USPM* in the *Chronicle* refer to Society-sponsored book, *U. S. Postal Markings and Related Mail Services* by Tracy W. Simpson.

Illustration No.	USPM Schedule	Description (Dimensions in millimeters)	Used With	Reported By
A	A-1 & A-3	STONEHAM, MIDDLESEX CO./FEB/17/ 1858/MASS. d-o 24x22	S5	D. T. Beals III
B	A-2	<i>Pennsylvania</i> E. BETHLEHEM/mss D/PA K16-32	S2	J. R. Kesterson
C	A-3	BARTONSVILLE/HERTFORD CO/D/1859/ N. C. c-37½	S5	D. T. Beals III
This marking has been previously reported, but not fully illustrated.				
D	A-19	<i>New York</i> NEW YORK SHIP LETTER/D/5 c-26	1c 1857 Type V	L. C. Forcheimer
E	A-27 (c)	DUE 1 Ct 25x6½ Philadelphia	S5	L. C. Forcheimer
F	A-27 (c)	DUE 1 21x9 New York City Dated January 7, 1861.	S5	L. C. Forcheimer
G	A-1	DENISON, IOWA/AUG 1, 1861 sl-30x9	S5	D. L. Jarrett



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- Gideon Granger:** ALS. Folding letter ms. postmark of Suffield (Connecticut) Feb. 24, 1800. Prior to PMG appt. Nov. 1801.\$35.00
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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

"PRODUCTION VARIETIES" OF PRINTING AND PERFORATING, 1861-67

C. W. CHRISTIAN

(Photographs by Steve Cullum, City Foto)

An increasing amount of interest is being shown in the collecting of "freak" printings, as they are so termed in ads and auction lists. It may be more apt to refer to such printings as "production varieties." They are not in any sense errors but rather the direct result of stamp production problems. Items are found with the perforations extending in almost any direction except between the impressions as intended. This group also includes part-perforates, paper creases, wet and dry printings, etc. The foregoing is not germane solely to the 20th Century, but was prevalent in a lesser degree through the 1860s.

We are told that, in spite of rigid inspection procedures, these imperfect stamps appear on the market due to the tremendous quantity required and the complex, high-speed presses in use today. Such conditions account for the wide variety and large quantity of "freaks" available in current issues, yet in the accompanying photos similar varieties can be seen dating from the middle 19th Century, produced on manually operated machinery, that are a counterpart of today's high-speed printings.

Extra Rows of Perforations

Of the varieties found in the issue of 1861-67, stamps with an extra row of perforations are perhaps the most common. They are found with one added row and with double rows of perforations, both horizontally and vertically, as in Figure A. Examples used on cover are not uncommon. The cause for such varieties is readily understood when it is realized that the early perforating machines were somewhat crude and were, for the most part, hand operated.

Early Perforating Machines

The first perforated stamps for use in this country appeared in February 1857. In the same year Toppan, Carpenter, Casilear and Co., printers of the 1851 issue, received a four year renewal of their contract with the Post Office Department. Having noted well the success Great Britain was having with perforated stamps, which had been produced since 1854, the contract printers imported a Bemrose perforating machine from England in 1856. They experimented with the machine, improved it, and began perforating with the issue of 1857.

On the stamp plates of the '60s there was little gutter space between impressions, thus to get satisfactory perforation a near perfect alignment of the perforating wheels was necessary. On the Bemrose machine the wheels holding the perforating pins were aligned on a shaft and held in place with set screws. Normal wear between a perforating wheel and its counterpart wheel mounted directly below caused occasional bent or broken pins, or pins would wear down beyond effectiveness resulting in missing or "blind" perforations. American-made machines of similar construction were used by the National Bank Note Co. when they assumed the 1861 contract.

Results of Misalignment

Panes were fed into the perforator singly and the machines, designed for manual or treadle operation, could be stopped at any point and also reversed. Varieties such as those in Figure A were caused in one of two ways:—the complete pane was run through the machine twice in one direction either inadvertently or out of alignment on the first run. If the latter was true and the plate was out of line, a second run would bring the perforating wheels in direct contact with the gutter between the impressions producing correct alignment

but also a double row. A possible exception to this was the operator's catching the misalignment when only partially through the perforating operation, then reversing the machine to allow removal of the pane for correct replacement. In this case the complete pane would show only partial double perforations.



Figure A.

Jumbo and Narrow Copies

The original Bemrose machine was capable of taking a full sheet of 200 stamps, 10 by 20, but those used by the National Bank Note Co. had a smaller capacity and perforated only single panes of 100, 10 by 10. Thus it was necessary to divide the completed, gummed sheets of 200 into two panes before perforating, leaving a natural straight edge on 20 stamps per sheet.

The one cent jumbo Franklin in Figure B is not a natural straight edge as might first appear, for a sliver of the adjacent stamp can be seen on either side. Since this is true the stamp originally on the left was trimmed off. From such varieties as this the faker exercises his art in making imperfs or spurious items "imperforate vertically," such as the 3c 1861, Figure B.

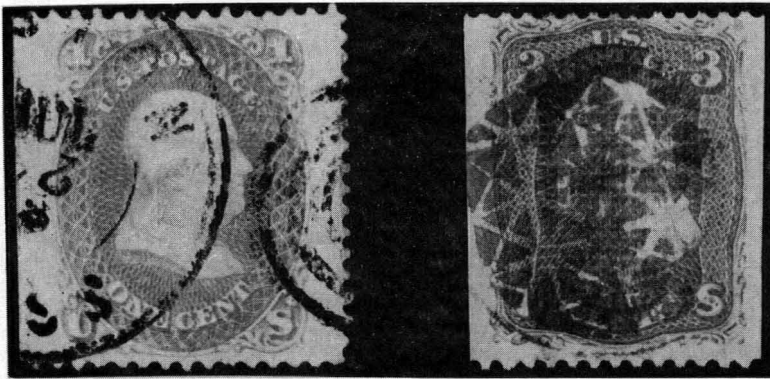


Figure B.

Figure C offers an interesting example of the 1c 1861 which originally had a double row of vertical perforations. Separated from the adjacent stamps at the inner row of perforations, the resultant copy is extremely narrow, yet sufficient to be accepted on the drop rate cover.

Part-Perforates

Winthrop Boggs, in his excellent study of *Early American Perforating Machines and Perforations* concluded that imperforate-between varieties were caused by misplacing the sheet too far to the left or right on the bed of the perforator, and that such part-perforates could only occur on sheets of 200 stamps, 10 by 20 or 20 by 10. Accepting this as a possible fault of the Bemrose machine it follows that this possibility may have been eliminated in the newer, American-made machines used by the National Bank Note Co. in producing the issue of 1861-67. *Scott's Specialized U. S.* lists no part-perforate varieties for this issue and no true imperforate-between pairs or blocks have been seen by the writer. Numerous singles imperforate either vertically or horizontally have

been recorded, especially on the 3c value, Figure B, but in this condition the single copy is always suspect.

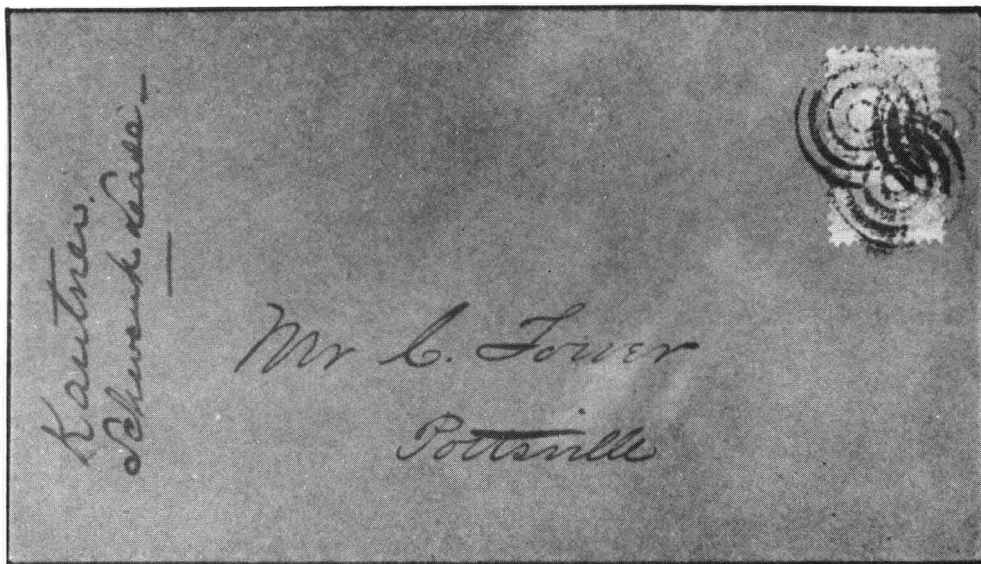


Figure C. Note the extremely narrow stamp, caused by removal of the strips of stamp between the rows of double perforations on each side.

Imperforate Horizontally, the True Variety

Assuming that the smaller National rotary perforators were so constructed that partly perforated stamps could not occur and that a faulty entry of a pane into the perforator could not be made, the small but ever present possibility of human error remained. Figure D is a typical example of this. Imperforate horizontally, the block represents a pane that was put through the machine in only one direction, the operator neglecting to re-enter the pane for horizontal punching. Contrary to the imperforate-between varieties, in this instance the full pane of 100 stamps lacked all horizontal perforations. Of the 1861 issue, the one cent and ten cent values are also Scott listed in pairs, imperforate horizontally.

Such varieties, especially in blocks, are far from common and probably should be classified as scarce. The 1966 edition of Brookman, Vol. 2, Fig. 47, pictures an almost perfectly centered block of four, courtesy of H. R. Harmer, Inc. In notation, Mr. Brookman states that the 3c value is known in a block and a pair, both used and unused. It is interesting to note that his reference to both the block and the pair is in the singular. In addition to this block and the one in Figure D, there was a third block of four in the Lilly sale of 1968. It too was a top margin block but from a different position than Figure D.

Wild Perforations

The so-called "wild perforations" so much in evidence in issues of the 20th Century are seldom seen on copies of the 1861 series. The example on cover in Figure E is only the second diagonally perforated copy seen by the writer, the other being a 3c value also on cover. It can be seen that the stamp pictured is position #1 from the right pane and was caused by an accidental fold in the paper prior to perforating. It will be noted that the second row of perforations, partially concealed by the cancellation, is also turning upward and to the left.

Partial Failure to Print

The intaglio method of printing sometimes produced partial prints as in Figure F and G. In the first illustration, on a cover used from Montgomery, Alabama, a vertical strip of three one cent stamps has an incomplete impression on the right (lower) side. This failure begins with the foliage under the



Figure D.

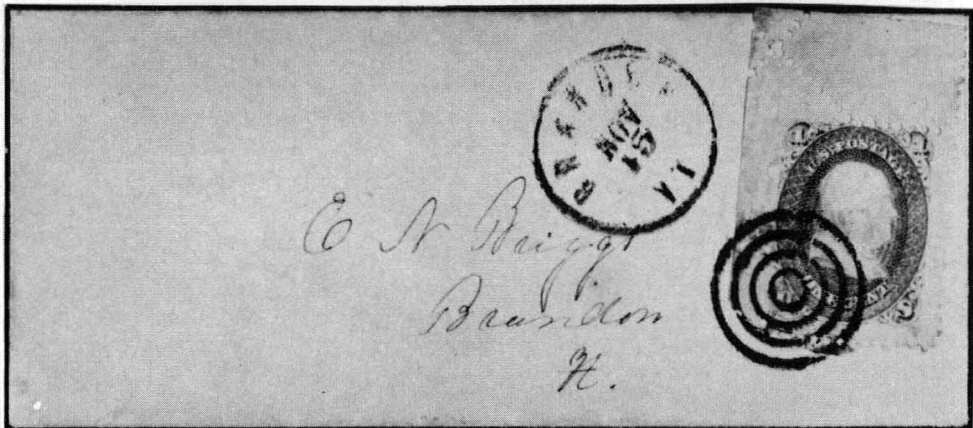


Figure E. Note diagonal row of perfs at lower left corner of stamp, partially concealed by cancellation.
right hand numeral 1 and grows increasingly wide as it proceeds down the strip.



Figure F. A defectively printed strip of 1c 1861 stamps. The right hand edge of the design is missing, being the lower edge of the strip, as positioned on the cover.

Printing from engraved plates in this period required manual inking as well as wiping and polishing by hand. This process forced the ink into all of the finest engraved lines as well as removed any excess amounts of ink. Correct polishing of the inked plate in order to produce fine, sharp impressions required considerable experience and great skill. Obviously, an overzealous wiping of the plate or careless polishing by a workman with insufficient experience could remove too much ink from a portion of the plate leaving part of the image dry or free of ink. In Figure G the fault is even more pronounced on an otherwise well printed stamp.



Figure G. The left hand edge of this 1c grilled stamp is an excellent example of a stamp only partially printed from a (probably) improperly wiped plate.

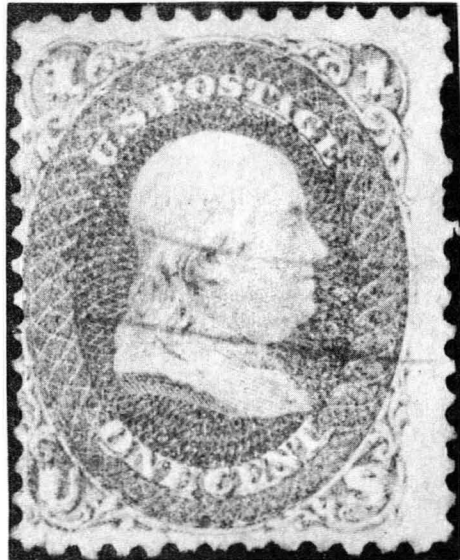


Figure H. Tiny white areas throughout a printed design, such as this 1c 1861 stamp, indicate printing on too wet a paper.

Another possible, but less likely, cause for this type of production variety was the use of paper inadequately dampened or paper showing dry spots acquired in the "seasoning" process. To achieve quality printing, the stamp

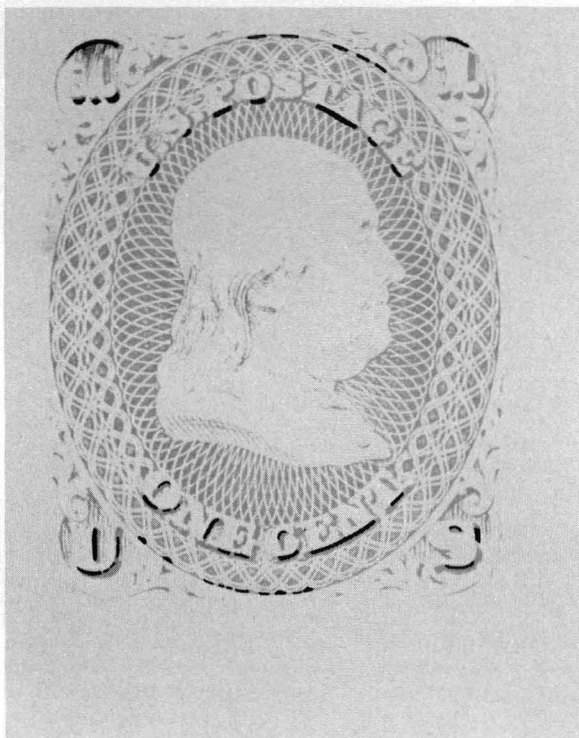


Figure J. A touched up photo print of the 1c 1861 stamp, showing the areas most susceptible to defective printing on overly wetted paper.

paper needed to be uniformly dampened. It was difficult to effect perfect moisture absorption when dealing with varying qualities of paper and using the age-old method of hand wetting. One of the more common methods of the hand wetting process was stacking several sheets between wet cloths, topping the stack with weights to help the moisture permeate throughout and periodically reversing the center and outside sheets to balance the moisture. If these procedures were not carefully carried out, with the stamp paper completely covered by the wet cloths and evenly weighted, it can be understood that dry edges and isolated dry areas could result.

Even as dry paper could not pick up and retain the required amount of ink from some of the finely engraved areas of the plate, paper that was too wet tended to repel ink, especially in the more heavily shaded and solid areas of design. This produced the numerous white spots often found on copies of the one cent 1861. Figure H shows a strong example of this production fault. A check through several hundred copies of the one cent stamp revealed numerous examples in varying degrees of intensity but constant in the areas of occurrence. These areas have been heavily accented in the retouched photo enlargement, Figure J, indicating the solid areas where the ink was consistently repelled on some of the sheets.

Printing under wartime pressures and shortages coupled with the heavy demand for stamps probably accounted for the release to the post offices of these inferior printings, which under more normal circumstances would have been destroyed.

References

- Morris Fortgang, "The Centennial of U. S. Perforating Stamps," *Perforation Centennial Book*, U. S. Philatelic Museum, Philadelphia, 1957.
Winthrop S. Boggs, *Early American Perforating Machines and Perforations*, published by The Collectors Club, N. Y., 1954.
Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, 1966.
John Eastman, *Postage Stamps in the Making*, 1948.
James H. Baxter, *Printing Postage Stamps by Line Engraving*, American Philatelic Society, 1939.

EDITORIAL

As has been noted elsewhere in this issue of the *Chronicle*, the 1861 section of this publication now stands by itself by the splitting off of the 1869 section, which will be in the capable hands of Michael Laurence. Needless to say, this pleases this editor greatly, since we have lacked both material to use and expertise in the stamps of the 1869 issue. It should be noted that the title of this section will not change, since the 1861 stamps, mostly the grilled versions, were still in use in 1869 until the new stamps were issued, and, for that matter, were possibly in use again in 1870 for a few months until the banknote issue appeared.

We are quite pleased to have works of two authors new to this section providing most of the material on the 1861's for this issue. Daniel Knowles's idea of compiling the PAID markings on the 1861 3c stamp on a state basis is most logical, and it is hoped that other authors will work up similar compilations for their states. Bert Christian's article on 1861 "freaks" fills a real gap in the literature on this stamp and will undoubtedly arouse a great deal of interest.

Several of our good friends are working on books which promise to be definitive in their fields. One of these, on which the writer is making some minor contributions, will be a postal history of free franking and some collateral aspects of free mail in the United States and colonial period. In work by T. A. Stevens, the book will be mostly postal history oriented, and should go far to clear up a subject usually poorly handled in both articles and auction descriptions. The only major previous work, by the late Edward Stern, was more of a catalog than anything else. In connection with this subject, the author needs a good photo of a pre-1800 postmaster's frank from the U. S. government period, although a colonial frank would also be of interest. Anyone owning such a frank should communicate with either Mr. Stevens or the period editor.

R. B. Graham

"PAID" CANCELLATIONS OF NEW YORK STATE ON THE 3c STAMP OF 1861

DANIEL M. KNOWLES, M. D. (#1092)

An interesting group of classic U. S. postal markings not often mentioned in philatelic literature is the group of PAID markings on the 3c stamp of 1861. That these markings have not been more extensively studied is an enigma considering that their accepted use by the post office department is an oddity.

The act of March 3, 1847, authorizing issuance of the first U. S. postage stamps, read in part:

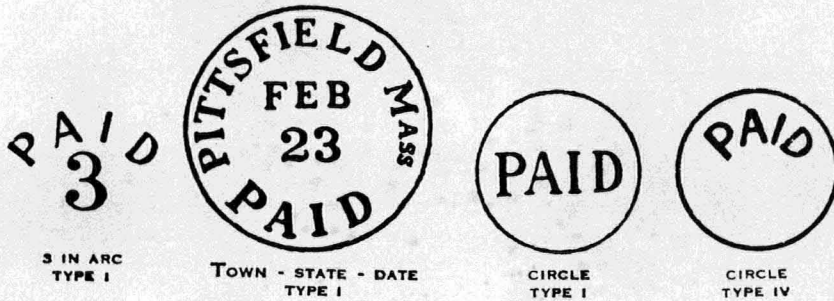
And be it further enacted, that to facilitate the transportation of letters by mail, the Postmaster-General be authorized to prepare postage stamps, which, when attached to any letter or packet, shall be evidence of prepayment of the postage chargeable on such letter . . .¹

It should be clear from this statement that after July 1, 1847, the word "PAID" cancelling an adhesive stamp was a redundancy. It appears however that tradition proved superior to the Postmaster-General and PAID markings were not too uncommon even twenty years after that directive.²

The most complete study of these markings was published in 1955 by George Linn: *PAID Markings on the 3c Stamp of 1861*. Mr. Linn classified the PAID cancels by splitting them into twelve basic categories which were then further subdivided into 107 different types. Thus, he described seventeen different types of PAID cancels which consisted of straightline Roman lettering, twenty types of PAID in circle cancels, etc. All known towns employing each type were then listed.²

Mr. Linn reported 270 towns employing a PAID cancel on the 3c stamp of 1861. Two hundred and five of these towns are located in five states: Massachusetts (100), Maine (30), Vermont (30), New Hampshire (26), and New York (19).² My efforts change these figures substantially. These statistics will be published at a future date.

The compilation of such a list is by its very nature incomplete, however meticulous the researcher. Mr. Linn could never know how complete his list



PAID PAID PAID

GOTHIC
TYPE VI

GOTHIC
TYPE VII

GOTHIC
TYPE VIII

PAID PAID

PAID PAID

ROMAN
TYPE I

ROMAN
TYPE II

ROMAN
TYPE V

ROMAN
TYPE VI



Figure 1. Illustrated here are all the major types of PAID killers (from Linn), save one, which are known to have been used by various towns of the State of New York. All shown are known cancelling the 3c 1861 stamp. The one marking not shown is the Chenango Forks, N. Y. "PAID 10."

was and "new towns" were probably continually discovered by numerous collectors who failed to report them. That the latter is probably true is attested by the fact that so few PAID cancels have been reported in the philatelic literature. Aside from scattered reports in the *U. S. Cancellation Club News*³⁻⁹ and *The Chronicle*¹⁰⁻¹² the author is not aware of any strikingly significant contributions from authors besides Mr. Linn.

By this paper the author hopes to contribute to the existing knowledge of these markings originating in New York towns and to generate interest in this area so that a more complete listing of such markings may be compiled.

George Linn listed 19 New York towns using a PAID killer.² The author has verified two of Linn's markings, has added seven additional markings from his collection and has located three additional towns in recent auction catalogs. Chester Wilcox (#550) has kindly lent to the author six New York PAID cancels from his collection for study. We thus arrive at a total of 35 New York state PAID markings emanating from 34 towns.



Figure 2. A 3c 1861 cover neatly tied by a Chenango Forks, N. Y. "PAID 10" marking. Such PAID cancels with an incorporated rating numeral other than a "3" are distinctly uncommon on the 3c 1861 stamp. The author is aware of only two types of PAID 1 cancels. (Photo courtesy of Chester Wilcox).



Figure 2A. A close view of the PAID/10 marking. (Photo courtesy of Chester Wilcox).

All 35 PAID cancels with their Linn types, measurements, and source of reportage are listed in Tables I and II. Exact measurements are not available on certain markings since the author was not able to examine all listed markings personally. Drawings of each type reported for a New York town are found in Figure 1. These drawings are from Linn, whose cataloging system, being flexible enough for coverage of nearly all markings and yet adequate to separate the types, has been used here.²

The only marking not readily classifiable by the Linn system, the "PAID/10" marking of Chenango Forks, is illustrated in Figures 2 and 2A. Had Chenango Forks been located where it might have been a Canadian mails exchange office at some time or other, the reason for the "PAID/10" would be obvious, but

TABLE 1

<i>TOWN</i>	<i>TYPE</i>	<i>MEASUREMENT (mm.)</i>	<i>SOURCE</i>
Allegany	Roman ty. VI	5.5 x 19	Linn
Avon	boxed PAID ty.?	?	Harmer 10/72 lot #398
Camden	PAID in circle ty. ?	?	Zimmerman #26 lot #451
Cameron	PAID 3 in circle ty. V	21.5	Knowles
Champlain	Roman ty. I	4 x 15.5	Wilcox
Charlotte	Gothic ty. VIII	9-10 x 19-20	Linn
Chenango Forks	PAID 10 in circle	21	Wilcox
Cohocton	PAID 3 in circle ty. III	22	Wilcox
Delphi	Gothic ty. VIII	8.5 x 19	Knowles
Fishkill Landing	Town-State-Date-PAID ty. I	32	Knowles
Genoa	PAID in circle ty. IV	19	Linn
Gowanda	PAID ty. ?	?	Siegel #401 lot #1575
Great Valley	Gothic ty. VIII	9-10 x 19-20	Linn
Holley	Roman ty. I	4 x 15.5	Wilcox
Honeoye	Roman ty. V	5.5 x 19	Linn, Knowles
Hornellsville	Roman ty. V	5.5 x 19	Wilcox
Ithaca	PAID in circle ty. I	21	Linn, Wilcox
Jay	Gothic ty. VII	6.5-7 x 17-18	Linn
Livingstonville	Gothic ty. VI	6.5 x 18	Linn
Marion	PAID 3 in circle ty. XXI	19-20	Linn
Moir	PAID 3 in circle ty. VIII	19	Linn
North Lawrence	Roman ty. II	4 x 16.5	Linn
North Shore	Roman ty. V	5.5 x 19	Knowles
Ogdensburg	PAID in circle ty. I	21	Linn
Peru	PAID 3 in arc ty. I	—————	Linn
Plessis	Gothic ty. VIII	9 x 20	Knowles
Plessis	Roman PAID 3 in circle ty. XXI	19.5	Knowles
Red Creek	PAID 3 in circle ty. XXXI	22	Wilcox
Sherwoods	PAID 3 in circle ty. XXXI	22	Linn
Valley Falls	PAID 3 in circle ty. XXI	20	Linn, Knowles
Vienna	Gothic ty. VIII	9-10 x 19-20	Linn
Weedsport	Roman ty. V	5.5 x 19	Linn
Wellsville	PAID in circle ty. I	21	Knowles
Willsborough	PAID 3 in circle ty. VIII	19	Linn
Woodhull	Roman ty. V	5.5 x 19	Linn

the town is actually located near the southern border of New York state, in Broome County, and just north of Binghamton. Consequently, the reason for the PAID/10 must remain as accidental or obscure, unless it was a survival from the 1845-51 rate period.

TABLE 2

<i>LINN DESIGNATION</i>	<i>TYPE</i>	<i>N. Y. TOWNS</i>
3 in arc	I	Peru
Town-state-date	I	Fishkill Landing
Circle	I	Ithaca, Ogdensburg, Wellsville.
Circle	IV	Genoa
Gothic	VI	Livingstonville.
Gothic	VII	Jay.
Gothic	VIII	Charlotte, Delphi, Great Valley, Plessis, Vienna.
Roman	I	Champlain, Holley.
Roman	II	North Lawrence.
Roman	V	Honeoye, Hornellsville, North Shore, Woodhull.
Roman	VI	Allegany.
3 in circle	III	Cohocton.
3 in circle	V	Cameron.
3 in circle	VIII	Moir, Willsborough.
3 in circle	XXI	Marion, Plessis, Valley Falls.
3 in circle	XXXI	Red Creek, Sherwoods.

It should be obvious that Linn's listing of 19 towns for New York state is far from complete. His list has been almost doubled by the searchings of two collectors, and it would seem the list could be tripled with further help.

The author would like to add additional towns to this growing list. Collectors wishing to report, by copy machine product, or to lend examples not reported here, are cordially invited to do so.

Footnotes and References

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11. Weiss, "Markings," *The Chronicle*, 1970, 22:167-168.
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THE 1869 PERIOD (continued from page 39)

1869 NOTES

• Several additional covers have turned up, to supplement the census of 10c 1869 covers used at the consular post office in Shanghai (*Chronicle* No. 80.) Among them is a triple-rate cover from May 1870, a month earlier than any others previously recorded. Since this was still more than a year after the 10c 1869 stamp went on sale in the U. S., even earlier covers may appear. We will report further on this.

• This editor is interested in seeing covers from the U. S. to the British Isles during the first four months of 1870. Most of these will bear stamps of the 1869 series, but all covers that qualify, no matter what the stamps, will be well received. A Xerox copy of the cover (both sides) is quite adequate.

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

MESSAGE FROM THE PERIOD EDITOR

Elsewhere in this issue, our general editor announces the designation of a new *Chronicle* section, devoted exclusively to the 1869 series. I was flattered to be asked to edit this section, and happy to accept. My specific expertise involves the 10c 1869 stamp, which I have followed and studied for some years. But along the way I have picked up a general knowledge of the entire 1869 series, and as your editor I will strive conscientiously to repress my bias toward the 10c yellow, and to treat all the different 1869 stamps equally, regardless of denomination or color. However, for the first few months I am forced to deal with material at hand, which will mostly relate to the 10c stamp.

Contributions and correspondence from 1869 specialists will be welcome. For stamps as popular as the 1869s supposedly are, very little has been written about them and much remains to be learned. I have several major projects in mind, but they will require the participation of other 1869 collectors. A new section such as this one cannot succeed without the participation of collectors who possess material or knowledge that others would like to know about. Please help if you can.

10c 1869 MULTIPLES

Figure 1 shows the largest 10c 1869 multiple known to me: a horizontal imprint block of 15. The positions here are 124-128, 134-138 and 144-148. We do not know whether this block comes from plate 15 or plate 16, or whether from a left or right pane.



Figure 1. This imprint block of 15 is the largest known 10c 1869 multiple.

Not too long ago, this piece was actually a square block of 25. Philip Ward, who once owned it, wrote about it in the *26th Congress Book* (1960): "The 10c is rare [in block form], and there was a perfect block of four with right sheet

margin in the Atwood collection. The largest block known to us is a square block of 25, with full imprint at the bottom. This is ex Ackerman and now rests in our collection." To my knowledge, Ward never exhibited this block, perhaps because of the imperfect centering. Brookman apparently did not know of its existence, and his observations about a straight-edged block of nine being the largest multiple (volume two of the three-volume series, page 169) should be corrected.

It is a sad but certain fact of philately that large multiples, over time, tend to spawn smaller ones. Such diminishment is especially regrettable when it occurs among classic stamps which may be plateable, but which have not yet been plated. In the case of the Ward block of 25, the top ten stamps yielded a block of six (104-106, 114-116) and a block of four (107-108, 117-118).

Blocks of the 10c 1869 have long been deemed scarce. In his modest book, *Classic United States Stamps*, Carroll Chase recalled the days, before the start of World War I, when collectors were just beginning to fancy blocks. Back then, according to Chase, the 10c 1869 was for some time thought to be unknown in unused block. Since that time, of course, a number has turned up. My records show the following 12 blocks of four or larger. The first ten are unused, the last two used:

1. The Ward block of 15, bottom margin with imprint, shown as figure 1.
2. A block of nine, straight edge at left, mentioned in the Brookman book and last sold at public auction in 1971.
3. A horizontal block of six, originally part of the Ward block when it was a block of 25.
4. Another horizontal block of six, apparently cut from a sheet with scissors, since it bears a narrow margin beyond the right perforations. This was in the Burrus collection.
5. A right arrow block of four, ex Caspary. This is presumably the arrow block on which the Scott catalog listing is based.
6. A right margin block of four, showing half arrow at top.
7. A right margin block of four, ex West, illustrated in the Brookman book.
8. A right margin block of four, very well centered, most likely the "perfect block" that Ward saw in the Atwood collection.
9. A well centered block of four from the Stern collection.
10. Another block of four, perfs cutting at bottom, this being the remaining piece from the original Ward block of 25.
11. A used block of four, ex Gobie, sold in mid 1973.
12. Another used block of four, from the Siegel rarity sale of 1970.

Note that used blocks are scarcer than unused. For most other 1869 denominations, I think that used blocks predominate. Another curiosity is the relatively large number of margin, arrow, and position pieces. One assumes that these more interesting blocks are hardier survivors than their non-margin cousins, who tend, over time, to split into pairs and singles. Other 10c 1869 blocks surely exist, and your editor would like to learn about them. Do any Route Agents have similar listings for the other 1869 denominations?

24c 1869 STAMP USED IN CHINA

The Scott specialized catalog suggests that only a minority of the 1869 stamps saw duty at the Shanghai consular post office. China cancellations are recorded in the catalog for just three stamps: the 2c, the 10c and the 30c.

This is misleading. More 1869s than these were used at Shanghai. Figure 2 is a photograph of a 24c 1869 stamp with a strike of the highly distinctive six-wedge cork killer used at Shanghai during 1870 and 1871. A tracing of another strike of this killer was reproduced in *Chronicle* No. 80. This tracing is shown here, lifesize, with its distinctive flaw indicated, as figure 3. The cancellation on the 24c stamp shows the same six-wedge array, with the same distinctive flaw marring two of the wedges. (The flaw may not show clearly in the photograph in figure 2; it appears near three o'clock in the killer itself, in the right central portion of the Trumbull painting.)



Figure 2. A 24c 1869 bearing the six-wedge killer applied at the Shanghai consular post office in 1870 and 1871.



Figure 3. Tracing of another strike of the same killer, showing the distinctive flaw across two of the wedges.

As is characteristic with cork killers, this device produced a different strike virtually every time it was applied. Figure 4 shows yet another strike, this one from a 10c 1869 cover whose consular datestamp reads NOV 13 (1870). The distinctive flaw on this strike shows at around two o'clock.

Note that on all three strikes, there is great variance in the width of the negative gaps between the wedges, and in the width of the gap that comprises the flaw itself. But in each instance, the positioning of the distinctive flaw remains constant. The explanation here is that the cork wedges on the killer device expanded or contracted according to how hard the clerk struck it to the envelope.

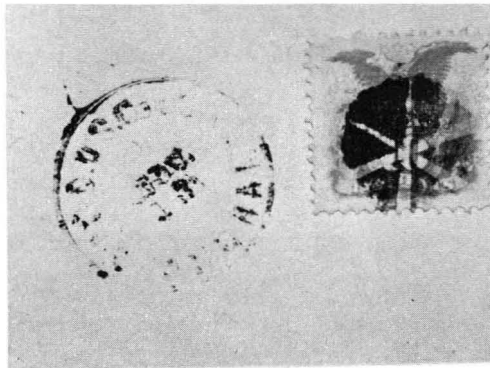


Figure 4. Another strike of the six-wedge killer, suggesting the variety of strikes that this device produced.

Figure 5 shows a badly repaired cover from Shanghai to Vermont, bearing a strike of the same killer. Once again, the gap sizes differ, but the flaw remains. This cover bears a Shanghai consular datestamp of JUN 13 and a San Francisco receiving mark (on reverse) of JUL 16, which indicate 1871 usage. Other strikes of this six-wedge killer exist on undeniably genuine covers bearing the 10c 1869 stamp from Shanghai (also on a cover with three 2c 1869), but figure 5 is the only cover I know of where this particular killer ties the stamp to the cover. Most of the Shanghai consular killers were so well struck that they do not tie, and this is one of the factors that have prevented their being studied more seriously.

Every knowledgeable expert who has examined the 24c stamp shown in figure 2 agrees that it was genuinely used at the Shanghai consular post office. A listing may never appear in Scott, because the catalog cancellation listings are based on full covers, not on loose stamps. No 24c 1869 cover from China has been found, and it is doubtful that one ever will be. But that doesn't mean the stamp wasn't used there.

I suspect that other 1869 stamps—besides the 2c, 10c, 24c and 30c—were also used in China. Records of stamp shipments to Shanghai have never been located. Because of the unique nature of the U. S. consular postal operation, ordinary sources of information yield little. Nevertheless, I would guess that most of the 1869s—perhaps all denominations—were actually used in China, and still exist today as single stamps, unrecognized in collectors' albums. The

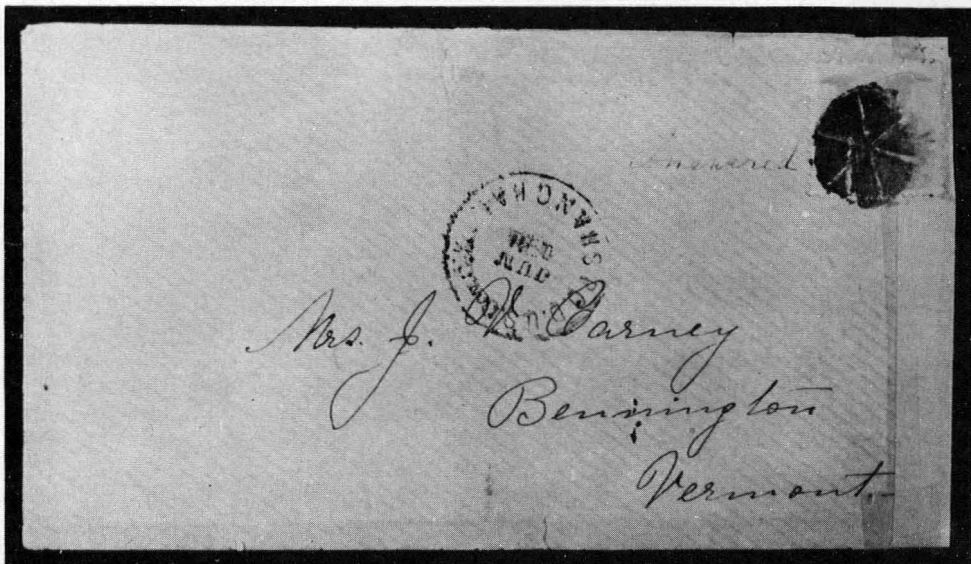


Figure 5. Ineptly repaired 10c 1869 cover from Shanghai to Bennington, Vermont, June 13, 1871. This is hardly an exhibition piece, but it is the only cover known to the author wherein the six-wedge killer actually ties the stamp. Thus it is an essential reference item to prove the authenticity of the killer. Distinctive flaw shows clearly in the lower left quadrant of the stamp.

definitive answer must await a thorough study of the dozen or so distinctive cork killer devices that were used at the Shanghai consular post office during the late 1860s and throughout the 1870s. My hope is that the several specialists in this field can be induced to open their albums for us, so that we can publish this useful and needed information.

NEW BOOK ON 1869 PROOFS AND ESSAYS

In recent years, the Collectors' Club of Chicago has published an admirable series of hardbound books relating to classic U. S. stamps and covers. At least two of these bear partially (but not totally) on the 1869 period. Now we will have a third, this one devoted exclusively to the 1869s. The author is a fellow member of this society, Fred P. Schueren (RA 662) and the tentative title of his book is *The U. S. 1869 Issue—An Essay-Proof History*. The work is based on a series of articles Schueren wrote a few years back for the *Essay-Proof Journal*. No new cuts will be made, but the entire series is being re-edited for book publication, which is planned for some time this year. The foundation of this study is the collection and expertise that won Schueren the Brazer memorial trophy for 1968. The book will contain useful background information explaining peculiarities in the awarding of the printing contract for the 1869 series, and will illustrate examples of virtually all the 1869 proof and essay material now known to exist. Barbara Mueller is the editor on the project, and that should speak for itself. Five hundred copies will be printed. Interested collectors can send advance orders (\$17.50 per copy, \$22.50 deluxe) to The Collectors' Club of Chicago, 1029 N. Dearborn Street, Chicago, Illinois 60610.

The entire Collectors' Club series has been so well done, and has proved so useful to collectors of U. S. classic stamps, that one awaits this new publication with special eagerness. Too bad these books are so expensive, but the economics of the publishing business demands high cover prices on works that sell in small numbers. Indeed, the entire C. C. C. series has never paid for itself at all, being endowed by a bequest from a deceased member, who was interested in assuring the continuing publication of library-quality books devoted to classic U. S. philatelic subjects.

(Continued on page 35)

THE BANK NOTE PERIOD

MORRISON WAUD, Editor

UNIVERSAL POSTAL UNION MAIL TO NON-MEMBER COUNTRIES

CHARLES J. STARNES

When the General Postal Union treaty¹ (Universal Postal Union in 1878) terms went into effect 1 July 1875, mail from the United States to countries outside of the Union was handled in two ways. One routing was by "direct mail" to destination, not using the intermediate services of other member countries—as to Newfoundland, certain Central and South American countries, Caribbean islands, Australia or Hong Kong or Japan via San Francisco, etc. No accounting was made to the Union. The second routing utilized the mail services of member countries—per British mail, Danish mail, German mail, etc.—at total rates set by agreement between the U. S. Post Office and the transit member. This mail was handled under specific Treaty regulations. On prepaid mail, the United States retained only the Union rate (5c/½ oz.) and credited the balance, in francs and centimes (at 1 franc equivalent to 20c) to the Union member responsible for transit.

Several covers are shown to illustrate the handling of this type of mail. As a special added feature, the first two examples are Departmental items showing the first recorded cover uses of the 24c and 30c Navy stamps. These values are not catalogued on cover, were not in the past great collections of Knapp, Ackerman, Hughes, and Waud, and are not mentioned in the considerable Departmental literature available to the author.



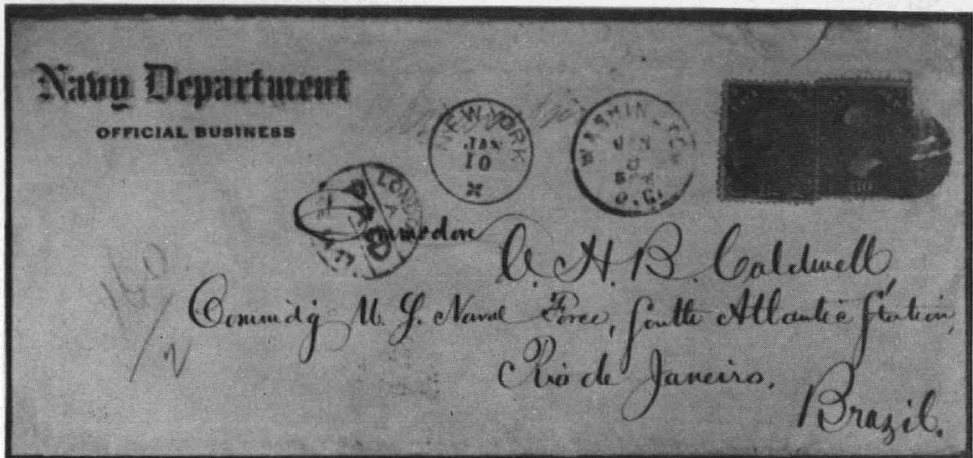
Cover 1

1. Washington, 11 Sep.—New York City, 27 Sep.—London, 7 Oct. 187(6)—Montevideo, Uruguay. An official cover to Commodore Caldwell at Montevideo, franked with the 24c Navy, intended to pay the 23c/½ oz. rate, U. S. Pkt via Brazil² (1 Jul. 1875- ?). This was the only rate given in the *U. S. Mail & Post Office Assistant*, July-Dec. 1875, and the *United States Official Postal Guide* of April 1876. There was, however, another rate to Montevideo, 27c/½ oz. by British mail (1 Jul. 1875- 1 Jul. 1880), and this was the only one given in the *Postal Guide* tables of foreign rates for April 1877, together with the following notice:

Argentine Confederation, Paraguay, and Uruguay.

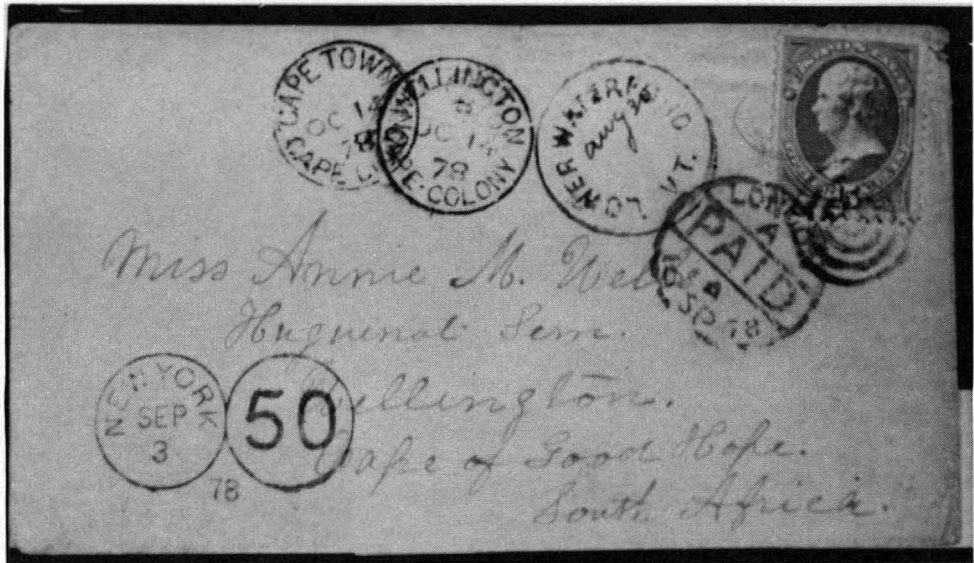
Reliable and regular mail communication with the above places is via England in British mail, but is occasionally had via Rio de Janeiro through the Brazil Post Department.

Apparently the direct mail route was faltering at the date of this cover, for, 16 days after leaving Washington, this letter was processed through the New York exchange office as fully paid at the 27c British mail rate, as shown by the red NEW YORK 1.10 (1 franc 10 centimes, 22c credit to Britain) and red LONDON PAID. The black ringed "20" is believed to be Uruguay local postage due.³



Cover 2

2. Washington, 8 Jan.—New York City, 10 Jan.—London, 22 Jan. 1877—Rio de Janeiro, 15 Feb. An official cover to Commodore Caldwell at Rio de Janeiro, franked with a 12c and 30c Navy to pay the double rate to Brazil by British mail, 21c/½oz. (after Apr. 1876-1 Jul. 1877).⁴ The red crayon "160/2" shows a double-rate credit to Britain of 160 centimes, 32c, the United States retaining only the Union rate, 2x5c.

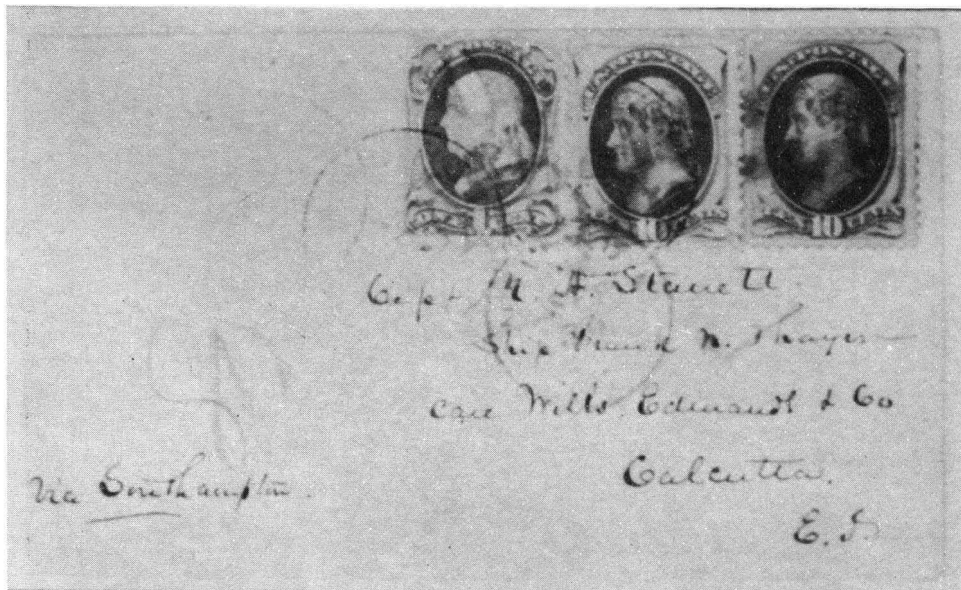


Cover 3

3. Lower Waterford, Vt., 30 Aug.—New York City, 3 Sep. 1878—London, 16 Sep.—Capetown and Wellington, 14 Oct. A 15c Continental, silk-fiber paper, paying the current rate to the Cape Colony by British mail, 15c/½oz. The red double circles, NEW YORK 50, show the credit to Britain, 50 centimes—10c.

4. New York City, 30 Sep.—London, Oct. 1875—SEA POST OFFICE 8, 5 NOV.—Calcutta. Two 10c and a 1c Continental paying the current British via

Southampton rate to India, 21c/½oz. Red crayon "80" credit to Britain—80 centimes, 16c—United States retaining the 5c Union rate.



Cover 4



Cover 5

5. Ohio, 9 Oct.—New York City, 12 Oct.—SEA POST OFFICE 8, 5 NOV.—Nellore, 22 Nov.—Oregole, 23 Nov. 1875. Ten cents, 3c, three 2c and a 1c Continental were used to pay the old 20c rate to India, North German Union mail, direct via Brindisi, which was lowered to 17c/½oz. by German mail on 1 July 1875. Accordingly, the New York office credited Germany with only 60 centimes, 12c (red crayon "60" in lower left corner), pocketing the 5c Union rate and the 3c overpay.

By a rare coincidence, covers 4 and 5, surviving all these years, have the identical dated Sea Post Office backstamp—thus they were on the same mail

run from Suez.⁵ Although cover 4 left New York 12 days earlier, time was lost on the Southampton-Gibraltar-Suez route vs. Germany-Brindisi by rail, and steamer to Suez route by German mail.

1 U. S. Statutes at Large, 19, 577-624.

2 For a history of this route, see G. Hargest, *Chronicle* 80, 239-41.

3 A fully paid 27c banknote cover to Montevideo in 1878 is illustrated by D. Norona, *Cyclopedia of U. S. Postmarks*, Vol. II, Art. 28, 14. It has a "110" credit marking of different style, but the same ringed "20". A 1c overpay cover to Buenos Ayres (rates to Argentina, Paraguay, and Uruguay were the same) in 1875 is shown by Waud, *Chronicle* 79:173. It bears the same "1.10" but no ringed "20".

4 Rate was changed from 27c in the April 1876 *Postal Guide* to 21c in the April 1877 issue.

5 The Peninsular & Oriental Steam Navigation Co. H. E. Lobdell, *14th American Philatelic Congress*, 67-75.

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RAILROAD POSTMARKS

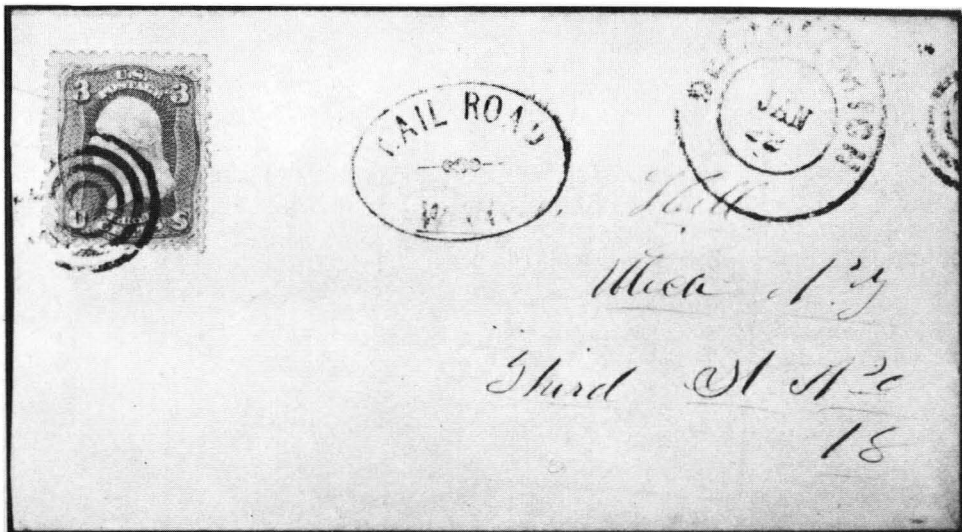
CHARLES L. TOWLE, Editor

RAILROAD MARKINGS

(1) RAILROAD WAY

Our feature cover photograph for this issue, courtesy of Richard Graham, shows black RAILROAD WAY marking in 30 x 21 oval on cover with US 65 addressed to Utica, N. Y. Cover also carries a black Detroit double circle town marking with concentric circle killer.

This marking is still listed in the *Towle-Meyer Catalog* as T-6 since no further conclusive evidence has been unearthed as to the reason for its use. Further study, however, indicates that at least a portion of the comments concerning this marking on page 328 of the catalog may be erroneous.



Files on this marking indicate information on four covers and all collectors are urged to report or send in for cataloging and return the examples of this marking in their collections to assist in unravelling this mystery.

	Origin	Destination	Other Marking	Stamp	Date
(1)	Grand Rapids, Mich.	Detroit, Mich.	None	U58	3-12-69
(2)	?	Canandaigua, N. Y.	Detroit dc	65	Mar. 31-?
(3)	?	Greensboro, Va.	Detroit dc	U59	Feb. 26-?
(4)	?	Utica, N. Y.	Detroit dc	65	Jan. 22-?

According to Henry Meyer's notes the mark WAY in any period accounts for the manner in which a letter got into the post office where it entered the mail, being brought in by a carrier hauling closed pouches to which he had no access. It had no bearing whatever on the handling of the letter after it once entered the mail; from that point on it was normal ordinary mail. The letter could have been sent on for delivery in any place to which the mails operated or it could have been addressed for delivery in the city of the post office where it entered the mail. Until 1863 the carrier got a one cent fee for bringing the letter but from July 1, 1863 on he no longer received anything.

From consideration of cover (1) and of an opinion of the noted Michigan collector Don Heath, the RAILROAD WAY marking is found on mail originating on or along Route 611, the Detroit & Milwaukee (Grand Trunk Western) R. R. between Grand Haven and Detroit. It is interesting to note that this route had agents working mail from about 1856 on. Route markings are known in the early period until 1861 and in the banknote period after 1871 but

no markings have been located in the period of the sixties. Mr. Heath stated the opinion that the RAILROAD WAY marking was applied on the Grand Trunk mail car. If this is so, then the marking could have been a route agent's marking in the late sixties.

Among unanswered questions concerning this marking are these:

(a) Was the marking applied by a route agent on the Detroit & Milwaukee Railroad train or by a clerk in the Detroit post office handling the pouched mail? Normally, if the term WAY carries its usual meaning, the latter would have been the case. If the marking was applied by the route agent why do so many of these covers carry a Detroit marking? From limited evidence it appears that on the only cover on which RAILROAD WAY cancels the stamp there is no Detroit marking, and on the covers on which RAILROAD WAY does not cancel the stamp there is a Detroit marking. However it must be pointed out that in the first case the letter was for Detroit delivery.

(b) WAY marking was employed after the normal period of use and the reason for application is unknown. However, there are other examples of late use of WAY, such as Bostona Way (steamboat) in the 1867-69 period, Maysville (Ky.) Way in 1872 and San Francisco WAY in 1868, 1881, and 1894. Why was the term WAY used on mail apparently brought in from trains that carried route agents who were entitled by the regulations to sort and postmark mail?

(c) Was RAILROAD WAY applied to all letters received uncanceled from trains at the Detroit post office during this period or solely from Detroit & Milwaukee R. R. trains as present evidence indicates?

Only by further research and examination of additional covers can these questions be resolved and assistance of our readers is solicited.

(2) Remele Catalog



B7S (242-S-2)



C12-b (705-A-2)



T1 (556-D-1)

In line with the continuing program to update Remele catalog we offer the following material:

(a) B 7 S: B. D. R. R. TITUSVILLE 2D LINE—28 mm. Black, 1857-1861.

From two examples of this marking recently submitted—one of which was pre-1861 with US26 and one a patriotic cover from the Civil War period but both addressed to same party—we have derived a complete tracing of this marking to supplement the catalog listing.

(b) C 12-b: CHICAGO & Miss. R. R.—32 mm. Red, 1851-1857.

From an example on a Sept. 20, 1855 cover submitted by Mr. Willard we offer a more complete tracing but unfortunately still not a perfectly clear strike and lacking the center slug. Scarcity factor for this marking should be changed to "very rare" as three examples are now known.

(c) T 1: TER. HAUTE & ALTON R. R.—36 mm. Black, 1857-1861.

This marking, which by way of interest is on a patriotic cover, is now in your editor's collection and we offer a more recent tracing to supplement the Dr. Chase tracing used by Remele in the catalog.

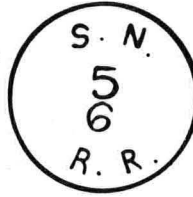
(3) Towle-Meyer Catalog:

Through the cooperation and assistance of Messrs. Ahrens, Baker, Fingerhood, Leet, Spelman and Willard we are able to offer the following addenda and listing for Towle-Meyer Catalog.

Plate XXXIV

*Wm. B. Rutland RR
Aug 2*

44-F-1



103-C-1



42-A-1

*Ofd RR
Feb 2 1863*

101-J-1



337-K-1



245-A-2



485-C-1



522-S-7



556-H-1



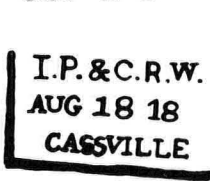
620-K-1

*S. O. R. R. Ind
Aug 2 9*

653-E-1



653-F-1



657-S-1



658-S-2



667-F-1



695-E-1



780-A-1



845-D-1



911-I-3



121-E-1

Addenda

- 35-S-6: New year date—WYD 1866.
 41-S-7: New year date—WYD 1868.
 115-I-1: New year date—1879.
 121-E-1: New year date—1884; add E killer (see plate XXXIV).
 238-F-1: With N in place of X at bottom of marking.
 381-A-2: In black—new year date—1870.
 652-E-1: New year date 1882.
 653-S-3: New year date—WYD 1878.
 694-D-1: New color—blue, Sixties.

Plate XXXIV**Vermont**

- 42-A-1: 26 black, Banknote. 10 (Cambridge Junction & Burlington).
 (See *Chronicle* 72—Eliminate reference to deletion of heading information since marking has been located for Route 42).

- 44-F-1: Manuscript, Forties. 30. (Troy & Rutland R.R.) (With US #1).

New York

- 101-J-1: Manuscript, WYD 1863. 15. (Ogdensburg R.R.).
 103-C-1: 25 black, Banknote. US killer. 12. (Syracuse Northern).

New Jersey

- 245-A-2: 26½ black, Banknote. 16. (Freehold & Jamesburg Agricultural).

South Carolina

- 337-K-1: 24 black, 1868. 10.

Texas

- 485-C-1: 26 black, Banknote. 9. (International & Great Northern).

Kentucky

- 522-S-7: 22½-14½ D. Circle, black, WYD 1867. 15. (Kentucky Central).

Ohio

- 556-H-1: 25½ blue, Banknote. 2. (Cleveland & Indianapolis).

Michigan

- 620-K-1: 26½ blue, WYD 1880. 4. (Fort Wayne & Cincinnati).

Indiana

- 653-E-1: Manuscript, Fifties. 24. (Lafayette & Indianapolis-Indiana).

- 653-F-1: 26½ blue, Banknote. 3. (Chicago & Cincinnati Day).

- 657-S-1: (28 x 16 ?) Rectangle, blue, WYD ———, Banknote. Partial. 15. (Indianapolis, Peru & Chicago).

- 658-S-2: Shield, blue, WYD 1881. 12. (Cincinnati, Hamilton & Indianapolis).

- 667-F-1: 26½ black, 1873. Partial. 9. (Cairo & Vincennes).

Illinois

- 695-E-1: 24 blue, Sixties. Partial. 5. (Galesburg to Quincy).

Iowa

Catalog Route: 780: Des Moines, Ia.-Cainesville, Mo. via DES MOINES, OSCEOLA & SOUTHERN R. R.

Route Agents: Des Moines-Osceola, Ia. 1883—1 clerk; Des Moines-Decatur, Ia. 1884—1 clerk; Des Moines, Ia.-Cainesville, Mo. 1885—1 clerk (117 miles).

Markings: 780-A-1: 27 black, WYD 1885. 4.

Wisconsin

- 845-D-1: 26 black, 1886. 3. (Fort Howard & Winona).

Kansas

- 911-I-3: 27 black, YWD 1886. 1. (Kansas City & Pueblo Night Line).

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THE FOREIGN MAILS

THE LAST SAILING IN JULY 1870 BY THE HAMBURG-AMERICAN LINE PACKETS FROM NEW YORK

WALTER HUBBARD

Although the cover illustrated and described on page 38 of *Chronicle* no. 73, and reprinted here (Figures A and B), left New York on a packet of the Hamburg-American Line, it reached Dresden without getting one of the red, boxed HAMBURG (date) FRANCO arrival marks. This seems capable of explanation, as evidence from the contemporary London press suggests that the mail on this trip, from New York on July 19, was not handled in the normal way.



Figure A.

The ordinary routine, sailing from New York on Tuesdays, was to land the British mails at Plymouth, the French mails at Cherbourg, and the German at Hamburg, but on the second trip in July all the mails were landed at Plymouth, and it is a reasonable assumption that those on the third would have been dealt with in a similar way.

Holsatia sailed from New York on July 12 and arrived at Plymouth on July 22. There she landed 80 sacks of mails for England, France and Hamburg to be forwarded by train to London. On July 25, her sailing orders were cancelled and the remainder of her passengers landed to be forwarded to Hamburg via London. No doubt her Hamburg mails had already been dealt with in a similar manner. She quite certainly did not go to either Cherbourg or Hamburg, as she stayed at Plymouth for nearly a month before going to Greenock (in Scotland) until the seas were safe again.

There was probably no alternative. France had declared war on Prussia three days before *Holsatia* arrived at Plymouth, the French navy had forces far superior to anything the Germany of 1870 could put into the English Channel or the North Sea, and last, but not perhaps least, the lighthouses and buoys at the entrance of the Elbe had been removed. These difficulties would not have become less when the packet sailing from New York on July 19 became due at Plymouth about a week later.



Figure B.

On this last trip, *The Times* correspondents at Plymouth and New York are completely silent, and it may be that this had been imposed upon them on the grounds of security. Be that as it may, there would not seem much room for doubting that her sacks of mails, like *Holsatia's*, would have been landed in Britain. In that case, they would have been sent to London and forwarded to Germany by the British service, getting on arrival, not a red, boxed Hamburg mark, but one of the AUSGABE distributing office marks that the cover from *Chronicle* no. 73 has on the reverse.

It would be interesting to see other examples of mail carried on either of these trips—there must have been quite a lot of letters in all those bags.

References

The Chronicle of the U. S. Classics Postal Issues no. 73.
The Times of 1870.

THE HIGHER FULLY PREPAID BRITISH MAIL RATE TO FRANCE—1870-1875

GEORGE E. HARGEST

One of the most complicated situations in all postal history arose when, on 1 November 1871, the Postmaster General changed regulations to allow a fully prepaid British mail rate to France based upon a single rate of $\frac{1}{2}$ ounce. The U. S.-British convention of 3/14 December, 1869, effective 1 January 1870, provided for an international rate of 6c per 15 grams. This was divided 2c for the inland postage of each country and 2c sea postage. Since all packets leaving the United States were under contract to the U. S. Post Office Department, this resulted in a rate of 4c per 15 grams to the British frontier. The difficulty was, however, that the United States post offices were not equipped to weigh in grams. This resulted, therefore, in having the rates by British mail converted to rates per half ounce. Since the half ounce weighs only 14.18 grams, there was a discrepancy of over half a gram between the half ounce rate and the rate prescribed by the convention of 15 grams.

All of the local post offices, even the general post office and the branch offices, in cities like New York and Boston where exchange offices were located, were required to weigh letters according to regulations, in half ounces, while the exchange offices in those same cities were required to rate letters accord-

ing to the convention, at 15 grams per single rate. Thus, a discrepancy existed in the rating of marginal weight letters between the local post offices and the exchange offices.

The U. S.-British convention effective 1 January 1869, provided, as had the convention effective 1 January 1868, a single U. S. rate per 15 grams. The additional articles to the 1869 convention, however, had also provided a rate from England to France on U. S. mail of 8c per 7½ grams.¹ This was the then current international rate between France and England. This rate was to progress for every 7½ grams or fraction thereof. In 1869 the U. S. postage was 10c per 15 grams to which was to be added the Anglo-French rate of 8c, for a total rate of 18c. This rate, however, could not be used until the U. S.-French convention expired. On 1 January 1870 the U. S.-French convention expired, and on the same date a new U. S.-British convention became effective, which reduced the U. S. postage from 10c to 4c per half ounce or 15 grams. This resulted in rates to France, the progression of which was 4c per 15 grams for U. S. postage, and 8c per 7½ grams for Anglo-French postage. Although this was the only possible fully prepaid rate to France after 1 January 1870, the U. S. Postmaster General never changed regulations to make it available on letters to France. The New York exchange office, however, sent some letters to France at these rates by crediting England with 8c (or multiple thereof), when the prepayment of postage was of sufficient amount. Since this rate was never announced, and was not known to be available by local postmasters or the public, this author has termed it a "phantom" rate.² Covers showing it are extremely rare.

On 1 July 1870 a new Anglo-French convention became effective. This convention reduced the international rate between France and Great Britain from 40 centimes, or 4 decimes (8 cents) per 7½ grams, to 30 centimes, or 3 decimes (6 cents) per 10 grams. The U. S. postage remained the same, *i.e.*, 4c per 15 grams, but the Anglo-French rate became 6c per 10 grams on letters from the United States. Although this new rate was available on 1 July 1870, the Postmaster General did not alter regulations to allow its use, and there was no publication of the rate until the November 1871 issue of the *U. S. Mail and Post Office Assistant*. The New York exchange office, however, occasionally used this rate to send some letters to France by crediting England with a large numeral "6."

The November 1871 issue of the *U. S. Mail and Post Office Assistant*, page 2, contained the following announcement:

Post Office Department
Office of Foreign Mails
Washington, D.C., October 28, 1871

Inasmuch as correspondents in the United States are subjected to inconvenience because of their inability, since the abrogation of the Postal Convention with France, to fully prepay the postage on letters for France and Algeria, the Postmaster General has decided to so modify the existing regulations governing the collection of postage thereon as to permit the prepayment in full to destination of the postage on such letters for France and Algeria, as may hereafter be forwarded through the British mails.

Notice is therefore given that the following prepaid rates of postage are in full of all charges to destination on letters for France and Algeria, forwarded via England.

For letters not exceeding one-third ounce in weight, 10 cents; exceeding one-third, but not over one-half ounce, 16 cents; exceeding one-half, but not over two-third ounce, 20 cents; exceeding two-third, but not over one ounce, 26 cents; and so on, adding four cents for each half ounce for United States and ocean postage, and 6 cents for each one-third ounce for British and French postage.

This modification of the existing regulation does not interfere with the mailing of letters for France and Algeria, either wholly unpaid, or partially prepaid, the United States inland and sea postage of 4 cents per single rate of half an ounce.

By order of the Postmaster-General.

Joseph H. Blackfan
Superintendent of Foreign Mails.

The above scale of rates appeared in every subsequent issue of the *U. S. Mail and Post Office Assistant* at least until the issue of March 1875. They were designated in a footnote referred to as "CC." The post offices in the United

States which used balances, which included most of them, were forced to provide themselves with $\frac{1}{3}$ ounce weights, if letters to France were to be properly weighed. If the number of mis-rated covers is an indication, it is feared that many failed to do so, and "guessed at" the weight of one-third ounce.

While the local post offices weighed letters at $\frac{1}{2}$ and $\frac{1}{3}$ ounce, the exchange offices were required by the convention to weigh letters in terms of 15 and 10 grams. The schedule of rates made it fairly easy for the postmasters to rate letters not over one ounce, but on heavier letters, the postmasters were on their own in calculating the postage.

Table I gives the U. S. and Anglo-French weights in ounces and grams, as charged in terms of the number of rates, at the local offices and at the exchange offices.

Table I

Local Offices		Exchange Offices	
<i>U.S. Postage</i>		<i>U.S. Postage</i>	
<i>Ounces</i>	<i>Grams</i>	<i>Grams</i>	<i>No. of Rates</i>
— $\frac{1}{2}$	— 14.18	— 10	1
$\frac{1}{2}$ 1	14.18—28.35	10 20	2
1 $1\frac{1}{2}$	28.35—42.50	20 30	3
$1\frac{1}{2}$ 2	42.50—56.70	30 40	4
<i>Anglo-French</i>		<i>Anglo-French Postage</i>	
<i>Ounces</i>	<i>Grams</i>	<i>Grams</i>	<i>No. of Rates</i>
— $\frac{1}{3}$	— 9.45	— 10	1
$\frac{1}{3}$ $\frac{2}{3}$	9.45—18.90	10 20	2
$\frac{2}{3}$ 1	18.90—28.35	20 30	3
1 $1\frac{1}{3}$	28.35—37.80	30 40	4
$1\frac{1}{3}$ $1\frac{2}{3}$	37.80—47.50	40 50	5
$1\frac{2}{3}$ 2	47.50—56.70	50 60	6

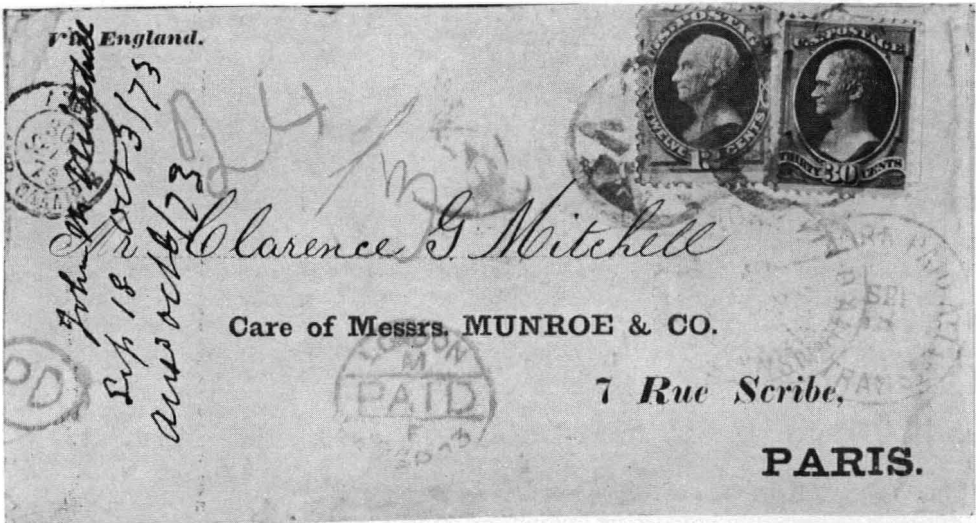


Figure 1

This letter was posted in New York where the postal clerk calculated the postage. Since the letter weighed over an ounce, but not over an ounce and a half, the United States postage was found to be 3 rates of 4c each, or 12c. For Anglo-French postage, the letter weighed over $1\frac{1}{3}$, but not over $1\frac{2}{3}$ ounces, which required 5 rates of 6c each or 30c, for a total postage of 42c. At the exchange office the letter was weighed in grams. Since it weighed over 30, but not over 45 grams, the United States postage was also 3 rates of 4c, or 12c. For Anglo-French postage the letter weighed over 30, but not over 40 grams, and required only 4 rates of 6c, or 24c. The New York office marked it in red crayon, "24/3" indicating a credit to Great Britain of 24c, over 3 United States rates.

Figure 1 illustrates a letter which was posted in New York, either at the general post office, or at one of the branch post offices. This letter actually weighed over 37.8, but not over 40 grams. The clerk who received this letter noted that it was addressed to Paris and endorsed to be sent "via England." It could, therefore, be sent in the open mail, wholly unpaid, or prepaid only to England. It also could be sent in the British mail fully prepaid to destination. The latter route was selected. The clerk computed the postage in ounces, according to regulations. Since the letter weighed over one ounce, but not over one and a half ounces, three United States rates of 4c were charged, amounting to 12c. To this was added the Anglo-French postage. The letter weighed over one and one-third, but not over one and two-thirds ounces, and, therefore, required 5 rates of 6c, or 30c. Thus, the total postage was 42c. A 12c and a 30c "National" were affixed to the letter and cancelled³ with a smudgy New York Foreign Mail cancellation. The letter was then forwarded to the exchange office.

At the exchange office the letter was weighed in grams, as was required by the conventions. Since the letter weighed over 30, but not over 45 grams, it was charged with three United States rates of 4c for a postage of 12c. As the letter weighed over 30, but not over 40 grams, it was charged with 4 Anglo-French rates of 6c, or 24c. The United States postage was retained, and the letter was marked in red crayon "24/3," indicating a credit to Great Britain of 24c, over 3 United States rates. The New York exchange office also applied in red a circular NEW YORK PAID ALL/BR. TRANSIT marking dated 18 September, which in 1873, was a Thursday. The only mail ships sailing from New York on Thursdays were those of the Hamburg-American line, which carried mail to Plymouth, Cherbourg, and Hamburg.⁴ This letter was put off at Plymouth and sent to the London office, which marked it with a London "PAID" marking and also a "PD" in red, emphasizing that the letter was paid to destination. The letter was forwarded to France where it received a double circle ANGL./AMB. CALAIS marking in black dated 30 September 1873. These markings are typical of letters sent in British mail to France.

Although much mail was sent to France fully prepaid in the British mail, covers for the most part show the 10c rate for letters not over $\frac{1}{2}$ ounce. Covers showing the higher rates are seldom seen, and covers showing rates in excess of those in the published schedule are, indeed, scarce.

Footnotes

¹ *British and Foreign State Papers*, vol. LVIII, p. 86. See also *38th American Philatelic Congress Book*, p. 102.

² Hargest, George E., *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 108. See also *The Collectors Club Philatelist*, vol. 42, No. 6, November 1963, pp. 333-344.

³ Van Vlissingen, Arthur & Waud, Morrison, *New York Foreign Mail Cancellations*, p. 20. Probably marking A1.

⁴ *U. S. Postal Guide*, July 1873, p. 34.

CORRECTION

An error in the article "Further Notes on Mails Between the United States and the West Coast of South America" by J. V. Woollam in *Chronicle* 80 should be corrected. Page 238, line 2: "1 $\frac{1}{2}$ " is wrong; the text should read "and to 1 +2 in the remainder," etc.

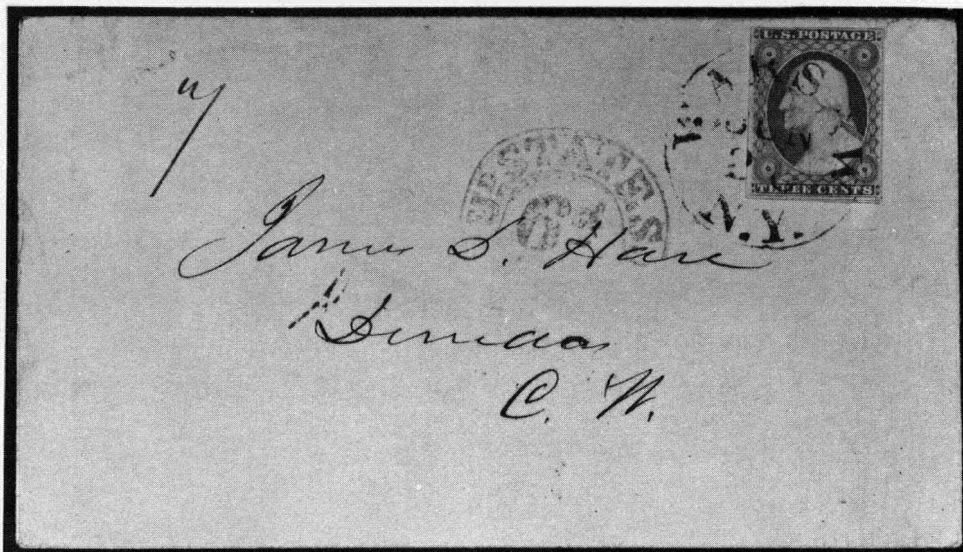
EXCHANGE MARKINGS ON MAIL TO B. N. A.

The exchange marking on the illustrated cover was in common use. It is an arch style measuring 31 x 19mm. and reads UP STATES 6^d in heavy serified capitals. Examples are recorded from June 1856 through May 1859. The marking was usually struck in black, although blue was occasionally used in the early period. Covers with this handstamp are known originating at Buffalo; therefore Buffalo is established as the office of use. Use of the marking was, of course, restricted to unpaid mail.

The cover shown was mailed at WARSAW/N. Y./JUN 20 (1856), with only a 3c stamp. Apparently the Warsaw postmaster was inadequately informed

about mail to Canada. He knew the rate was 10c, and rated the letter in manuscript "7" cents due, but did not know that this action was improper because part payment could not be accepted. The Buffalo exchange office, following regulations, ignored both the stamp and the "7" and rated the letter 6d due by striking the appropriate exchange marking, in this instance in blue.

These notes have so far brought an encouraging response. Until there is time to write individual replies, I'd like to use this way to thank those who have sent information and comments.



CORRECTION — NORTH ATLANTIC S. S. CO. SAILINGS

Walter Hubbard has called attention to errors in the "Errata" on page 57 of *Chronicle* 77, which putatively rectified incorrect sailing dates in *Chronicle* 54 and the Hargest book. Please consider these "Errata" inoperative and note the following corrections:

Chronicle 54:35, Table of North Atlantic S. S. Co. sailings:

Adriatic sailing 6/7/60 should read 6/2/60.

History of Letter Post Communication, p. 132, Table 29:

Adriatic sailing 7 June should read 2 June.

Atlantic sailing 7 Nov. should read 17 Nov.

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GUEST PRIVILEGE

LETTER CARRIER SERVICE IN NEW YORK

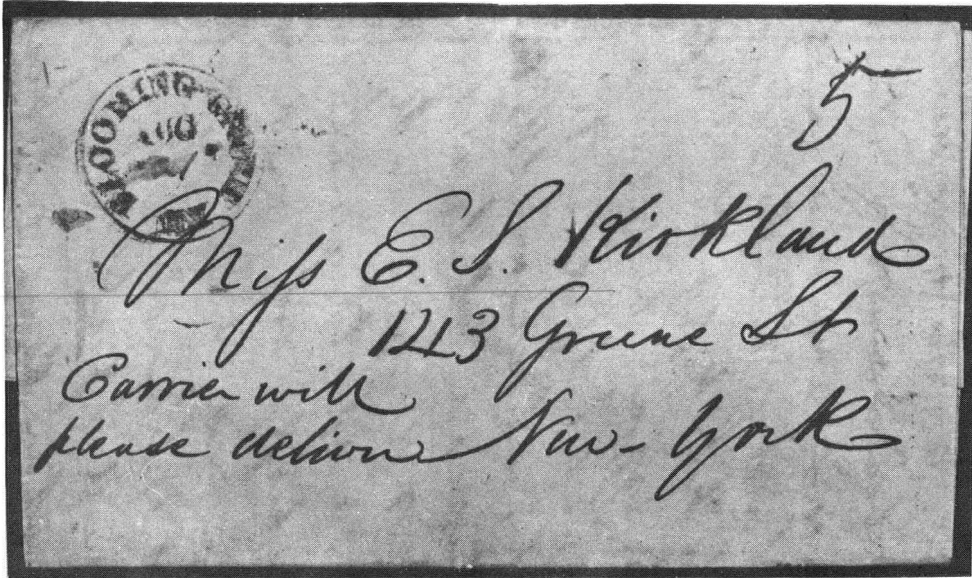
© Copyright 1973 CALVET M. HAHN

(Continued from *Chronicle* No. 80, page 248)

Corrections to previous instalment: "The Men Who Directed the Carriers," page 244, paragraph 3, lines 9 and 10—change "1790" to "1791" in both lines. "Letter Carrier Service in New York," page 246, photo caption—the Albany handstamp is the type with double underlining of the numeral 2.

THE CARRIER SERVICE BEGINS TO GROW

The *Jones Directory* of 1805 informs us that Mr. Orr was a grocer at 38 Barclay street. He is listed as a letter carrier in the directories of 1806 through the one of 1817. In that he is not listed under the post office section but under his own name he is noted as a letter carrier—this is a sign that he was leaving the service about mid-year. In 1806 he lived at 226 Greenwich, but moved to 41 Barclay in 1807, staying there until 1810 when he was reported as a postman at 15 Thames. In 1811 he moved to 405 Greenwich where he was listed through 1817. The 1818 *Longworth Directory* reports William Orr as a merchant at 329 Broome, near Carman, and as a carpenter. The listing continues as a carpenter at Carman near Broome in 1820 and in 1821 at Broome near Sheriff.

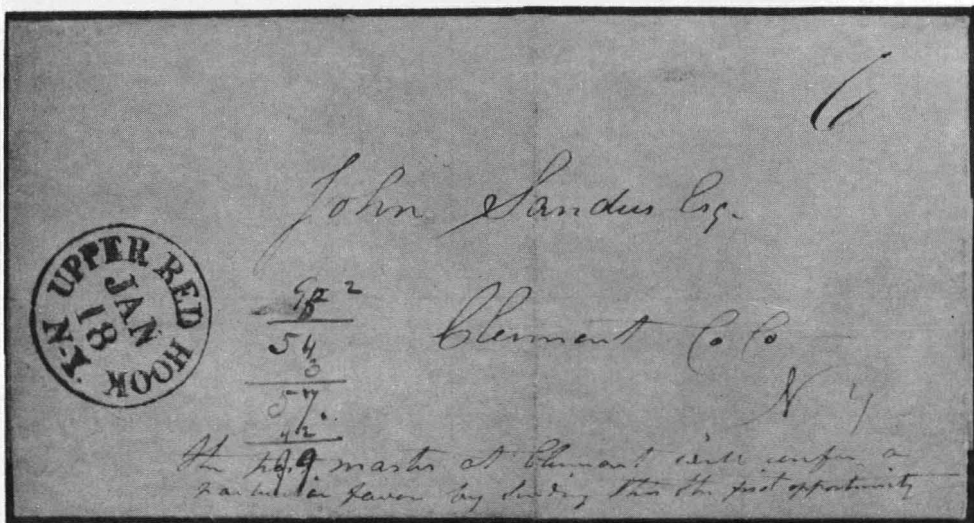


4. SPECIFIC INSTRUCTION FOR CARRIER SERVICE. Written at Washingtonville, Orange County, N. Y. on August 20, 1846, this letter received a black 25mm circle BLOOMING-GROVE/AUG/(21)/N. Y. and manuscript 5c rate. It carries a New York City street address and specific instructions "Carrier will please deliver." This instruction meant that the letter did not have to wait for a possible pick-up at the post office but would be turned over to the carrier service for first day delivery. Although the City Despatch Post of the U. S. was still in government hands it would not handle this letter as it 'came from the mails' and was outside the despatch jurisdiction.

Archibald Davie was reported as a merchant at 22 Liberty street in the 1805 *Longworth Directory*—the last year before he became a letter carrier. This listing, rather than that of letter carrier, continued until the 1810 directory. In that year, while being listed as a letter carrier under the post office listings, he is reported as a merchant at 22 Liberty with his home at Spring. From 1811 through 1819 he is listed as a merchant at Spring (near Clark according to the 1817 directory). The *Merckln Directory* of 1820 reports him as a merchant at 206 Spring. The only year in that span when he was not reported was in 1812 and then it may have been an error. In 1821, the individual listing shows Davie as a letter carrier at 206 Spring—the first time the occupation is mentioned—and as a merchant tailor at 99 Maiden with his home at 206 Spring. He is listed as a tailor at Maiden Lane in 1822 and as a letter carrier at 206 Spring. This is his last year with the post office. The 1823 listing shows him as a Maiden Lane tailor living at 206 Spring, while in 1824 he is at 41 Maiden. His business occupation is at 195 Fulton in 1825, while from 1826 through 1829 he is listed only at his home at 204 Spring as a tailor. As can be seen by his listings, Mr. Davie was apparently a very cautious man who was not about to let the post office become his sole source of income. Even so, he put in 17 years as a carrier.

Another carrier, Elias Lynch, joined the service in 1808. Unlisted in the 1807 directory, Lynch was reported in 1808 as a letter carrier at 96 Warren. He lasted in the carrier department until 1837/8, being last listed as a carrier in the 1837 directory. Mr. Lynch is not always reported under the individual name listings but his span of 30 years in the service is covered in the post office listings. In 1809 his home is at Chambers street; individual listings then disappear until 1813 when he is reported at 93 Broad; in 1814 the listing is 93 Warren which continues in 1815. In 1816 Elias Lynch moves to 299 Orange (Mulberry street today) and there he opens a grocery store in 1820 while continuing as a letter carrier. He stays at this address until 1829 when he is found as a letter carrier at 47 Spring, a listing that continues until his retirement. The 1838 directory lists him as a clerk at that address.

When Hugh Duncan retired in 1810, his replacement was Archibald Forrester who was not reported in the 1809 directory. He was a lamplighter living on Clinton at the corner of Harman. The 1812 directory also notes that he is a shipwright at the same address. Forrester is not listed in 1813, apparently because he has not yet located in his new home at 199 Harriman where he is listed in 1814. He moved down the block to 195 Harriman the next year and stayed there until 1820 when he was listed as a letter carrier at Columbia near Broome—the listing is 27. Columbia—an address he kept until he ceased to be listed in 1835. Thus this carrier spent 25 years in the service.



5. REQUEST FOR CARRIER SERVICE WHERE NONE EXISTED. This January 1836 letter received a red 28mm circle UPPER RED HOOK/JAN/18/N.Y. and a manuscript 6c rate to Clermont, N. Y. A specific instruction is on the face, "The post master at Clermont will confer a particular favor by sending this the first opportunity." Prior to the Act of 1836, delivery authorization rested on the 1794 and 1825 acts. The postmaster could make delivery himself or send his son or a trusted clerk and collect the 2c delivery fee. Mr. Sanders did not live sufficiently far from town center to warrant turning the letter over to the post rider for a way fee delivery. "Carrier" delivery was probably made but the fee is typically not shown.

In 1812 the number of city carriers rises from five to six men when Michael Noe joins the force. Mr. Noe is the first of his extensive clan to become a letter carrier. In 1811 he was a shipbuilder living at 1 Charlotte. He was listed as a letter carrier in 1812 and as a postman at that address in 1813. In 1814 he moves to 59 Hester (the *Long Directory* says 1 Pike) and in 1815 he is at 57 Hester which is at the corner of Bowery. In 1817 he is joined at that address by Peter Noe, presumably his brother, who also joined the carrier service on that date. In 1815 Peter was listed as a ship carpenter at 1 Pike, probably accounting for the confusion of the *Long Directory*. They both continue to live at the same address until 1821 when Michael moves to 39 Pump (in the Chinatown area today) which is between Orange and Division. He continues at the 39 Pump address until 1829 when he moved to 253 Walker. He is at 253 Walker and 160 Orchard in 1830 and at Bloomingdale Road in 1831. No address is given for him from 1832 on to 1834, the last of his 22 years as a letter carrier.

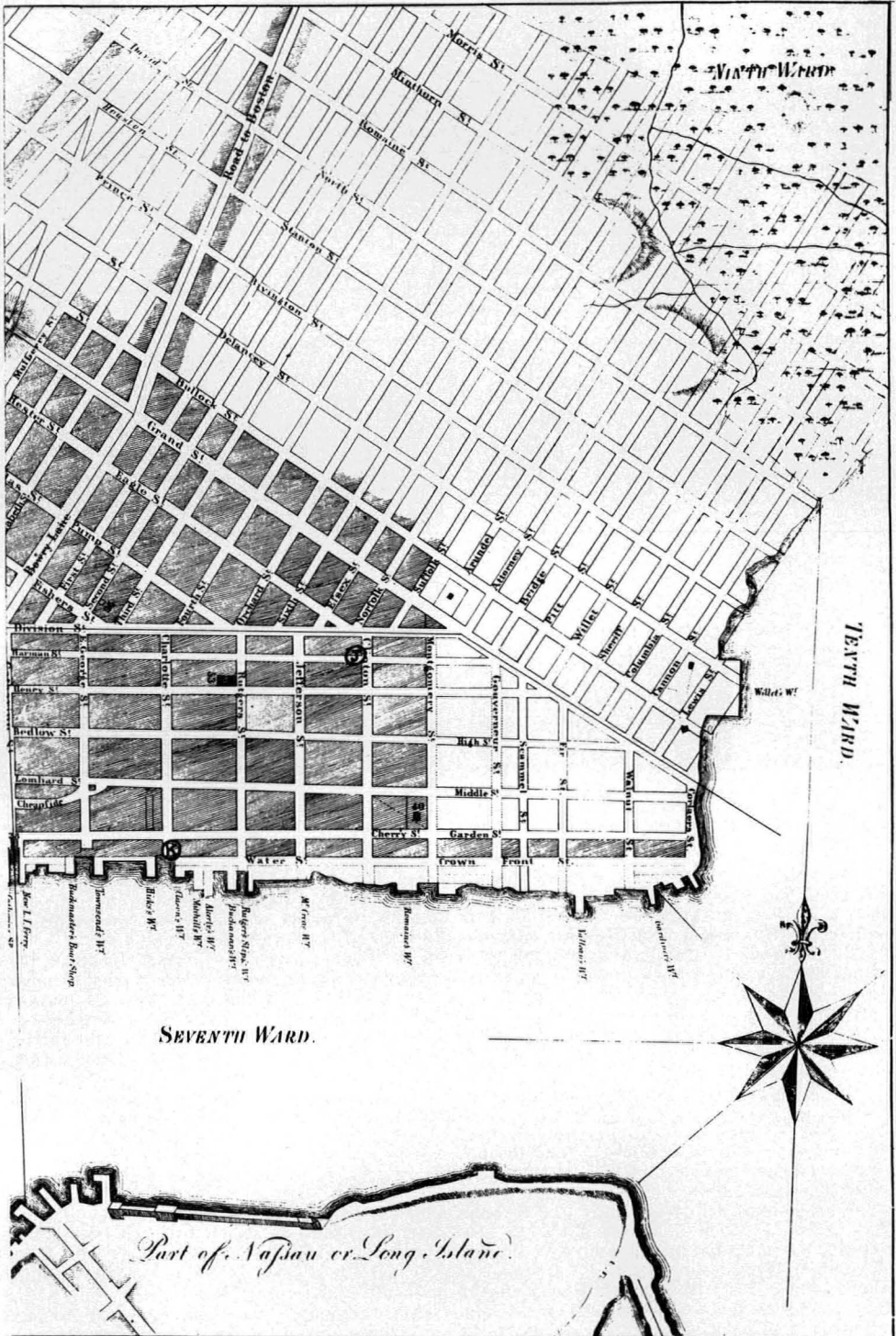
The post office list last records Peter Noe as a carrier in 1822 when he was still living at 57 Hester. However, the individual listings show him as a postman as late as 1825. He moves to 27 Hester in 1823 and to 209 Grand in 1824 and then to 43 Forsyth in 1825. He is a carpenter at that address in 1826 but the following year moves to 24 Eldridge where he continues until 1830 when he changes profession to that of shipwright. Other members of the Noe family join the service in the 1820's and will be discussed later.

OVERLEAF: MAP OF NEW YORK CITY IN 1808. Locations of carriers of the 1808-12 period are indicated by circled letters according to the following key:

- | | |
|--|---|
| A) General Post Office, 29 William St. | G) William Orr, 15 Thames St. |
| B) Hugh Duncan (early), 26 Cedar St. | H) Elias Lynch, Chambers St. |
| C) Hugh Duncan (late), 46-B Warren St. | I) Archibald Davie, 22 Liberty St. |
| D) James West (early), 32 Broadway | J) Archibald Forrester, Clinton & Harman Sts. |
| E) James West (late), 36 Church St. | K) Michael Noe, 1 Charlotte St. |
| F) Charles Betts (early), 3 Courtlandt St. | |



(Map from Map Collections of New York Public Library).



f NEW YORK, 1808.

One interesting reference to the carrier service occurs in 1815. Lot number 62 of the Donald Malcolm sale (1972) contains a letter of December 12, 1815, which asks the Post office to search for a lost letter. It refers to the carrier service in New York and to the fact that the postmaster is to,

keep at the office a list of all letters delivered on first days.

This list would be related to those who authorized the postmaster to immediately deliver letters rather than wait for a postoffice pickup by the recipient, or 48 hours.

Another new man, along with Peter Noe, joined the force in 1817—basically to replace William Orr who is last listed in that year in the individual listings but not in the postmaster lists. Thus the force still remained at six. This man is Joseph Shardlow who is listed in 1816, the year before he joined, as a mason at Reade street. He maintains that listing when he joins the carriers, but the 1820 Directory notes that the address is 21 Reade. He moves in 1821 to 151 Reade and first lists himself as a letter carrier, at that address, in 1823 and again in 1824 while he drops out of the listings in 1825. I suspect he died, for a John C. Shardlow (misspelled Shardlace in the 1832 directory) joins the service in 1832. He would probably be Joseph Shardlow's son who is trying to augment the family income of Ann Shardlow, widow of Joseph, who is reported at 151 Reade. The carrier service seems to have tried to take care of the families of those who died in its service.



6. PHILADELPHIA CARRIER DELIVERY. This 1851 letter to Philadelphia received an orange 31mm circle WEST TROY N. Y./MAY/9/5, for the 1845-1851 rate. The address of "134 South Second Street" normally would suggest carrier delivery; the supplemental direction "Below Dock Street" would only be logical if carrier delivery was used.

At the time of the 1822 yellow fever move to Greenwich Village, there were only six carriers—Elias Lynch, Archibald Forrester, Joseph Shardlow, Archibald Davie, and Michael and Peter Noe. In 1823 two changes were made. J. S. Reynolds of 26 Bayard was added to replace Mr. Davie and Ford Noe was officially listed in place of Peter Noe.

J. S. Reynolds is apparently related to David C. Reynolds who ran a stage coach at the corner of Bayard and the Bowery in 1822. He continues to be listed as a letter carrier through the directory of 1833 without a profession in the individual listings. He is at 26 Bayard until 1826 when the address shifts to 30 Bayard, a residence that lasts until the 1829 directory reports him at 26 Bowery. This address is the one used during his last listing as a letter carrier in the post office listing. He moves in 1834 to 22 Bayard where, without a professional listing, he is still found in 1838.

Lewis Ford Noe is listed under the post office section through the directory of 1833—a ten year period. However, the first time he is individually recorded is in the directory of 1826. Peter Noe is listed instead, individually, in the earlier years. In 1826 Lewis Ford Noe is at 39 Pump—the address of Michael Noe; he moves to 13 Watts in 1827 and to 176 Thompson in 1828 where he remains for the rest of his carrier career. He is not listed in the 1834 *Longworth Directory*.

Young Charles L. Noe joined the force in 1827 and stayed through 1833. At no point in that period is he individually listed in the directories; however, beginning in 1834 he is recorded as a cordial distiller at 119 Stanton street with his home at 133 Allen. The Noes move their cordial business to 83 Bowery in 1836 and Charles moves to 21 Second Avenue. Another Noe, Richard Noe, shows up in the post office lists for 1830 and 1831, but never appears in the individual listings. The family practically disappears from the city listings following 1837. While some five members of the family served in the carrier branch only Michael Noe made a full career. The family reverted to its talents in shipbuilding or else moved into shoemaking or cordial distilling. The absence of some of the letter carrier Noes from the directory strongly suggests that they were minors living at home—a class not counted.

In 1825 when Joseph Shardlow died, he was replaced by Henry Tyson, a former carpenter of 3 Birmingham. He served nine to ten years being last listed in 1833 as a letter carrier. Henry

Tyson moved to 9 Suffolk in 1828; he was briefly at 62 Forsyth in 1829 as a late listing indicates, but was back at 9 Suffolk until he was dropped from listing in 1834. Henry Tyson was the first of another letter carrier family. He was joined by William Tyson in 1827 when the letter carrier force was expanded to eight (Charles Noe was also added in this year). William had been a shoemaker at 63 Mott street and kept that address until the directory of 1830 when he dropped from the listings. He reappears in 1831 as a grocer at 262 Division where he was listed as a letter carrier in 1832. In 1833 he moved to 19 Eldridge—the last of his six years as a carrier. Another William Tyson is listed in 1831 and onward as a shipmaster at Hester street and is probably an older member of the family. He was never a letter carrier.

Following the withdrawal of Henry and William Tyson from carrier service prior to the 1834 directory, another Tyson joined the service. This was Isaac M. Tyson who was individually listed as a victualer at 12 Washington Mews with his home at 218 Washington. He is listed as a letter carrier at 197 Washington in the 1835 directory, but in the 1836 and 1837 versions he returns to his profession as a victualer, with his home at 197 Washington, first at Washington Mews then at the Fulton Market in 1837 and at 203 Spring street in 1838 where he also moved. As post office listings were discontinued in the 1836 directory when James Page became New York postmaster it is difficult to trace the carriers further. It would appear that Issac Tyson was a letter carrier for only two years, however.

During this period, the letter carrier service fell under another postal act than that of 1794. A new Act of March 3, 1825, effective May 1st, covered letter carriers in several provisions. One of these, section 36 reads:

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

This Act is subsequently cited in the Postal Laws and Regulations in 1843 where we find,

247. When duly appointed and qualified, the postmaster may, at his risk and responsibility, place in their hands for delivery all letters received, except such as are for persons who may have lodged with him a written request to retain their letters in the office. Act of 1836, Sect. 36

248. Such carriers may charge and receive two cents for every letter, and a half cent for every newspaper, delivered by them—Act of 1836, sect. 36

This half cent fee, was first authorized specifically for letter carriers in Section 2 of the March 2, 1827, Act, and not in the Act of 1825. The text of the Act of 1825 does not seem to add to the basic letter carrier situations authorized by the Act of 1794.

THE BIG EXPANSION OF 1830

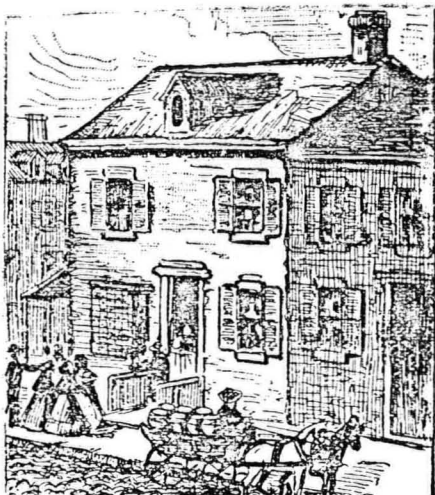
Letter carrier service had grown slowly through the years from one to eight men by 1829. In 1830 a major expansion was undertaken. This brought the carrier department to a temporary peak of 16 men, which dropped again to 13 in 1831-1833 and then climbed to 16 in 1834 and 1835, the last year that the post office listings gave carrier names.

The growth in the letter carrier service can be better understood if it is compared with the city population and the per capita population per carrier:

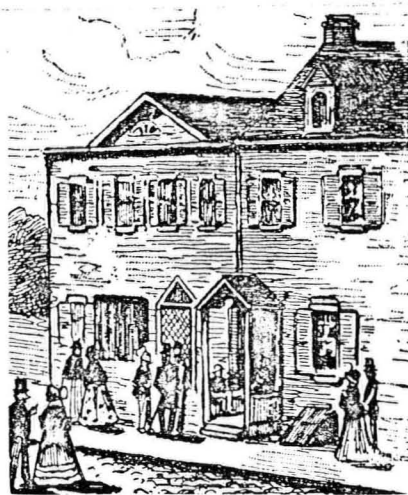
Year	Population	Carriers	Population per Carrier
1790	33,120	1	33,000
1800	60,483	2	30,000
1805	75,770	3	25,000
1810	96,373	5	19,000
1820	123,706	6	20,000
1825	165,186	6	27,000
1830	202,057	16	13,000
1835	265,000	16	16,500
1840	312,710	25	12,500
1845	415,000	17	25,000
1850	500,000		
1860	813,669		
1862	825,000		

Beginning in the mid-1820's, as a result of the Erie Canal's opening new markets, the economy of New York boomed and the population burgeoned. At the same time, the growth of the city in geography and in complexity meant a carrier could deliver to fewer people under the prevailing conditions. If I read Elliott Perry's *One Hundred Years Ago* correctly there were only 17 carriers in the 1840-45 period, although R. A. Barry in his "U. S. Specialists Column" in the *American Philatelist* reported there were 25 carriers in 1840. The 25 figure seems hard to accept. If we assume that delivery required about one carrier per 12,500 people, then in 1845 the official service had about half the needed manpower.

Among the new additions in the 1830's who have not yet been discussed was George Lynch, a shipmaster who lived at 17 Vandam. He initially lasted only through the 1831 directory when he was at 188 Houston, where his individual listing reported him as a shipmaster. He apparently reverted to that profession in 1832 and 1833 and rejoined the carrier service in 1834 when he was listed by the post office as he was again in 1835, the last year of the listings by the post office. He was not individually listed in 1834 and was listed at 46 Bedford as a boatman in 1835. The 1836 listing reports him as a shipmaster at 46 Bedford and there is no way to tell if he was also a carrier. He was not listed in 1837-8; however, in that period another member of the family joined the service. This was young Andrew C. Lynch who was listed as a letter carrier at 102 Suffolk in both 1837 and 1838.



FIRST POST OFFICE at 29 William Street. Post office operations were conducted in a 12 x 15 foot room in this building from 1804-1825, except for a brief period during the 1822 yellow fever epidemic. (Picture Collection, New York Public Library).



SECOND POST OFFICE on Garden Street (Exchange Place), east of Broad Street. The sketch appears to incorporate features of both the Academy, where the post office was housed during part of 1825 and 1826, and of the New Merchant's Exchange, to which it moved in mid-1826. (Picture Collection, New York Public Library).

Another carrier relative who joined in 1830 was Charles Forrester. He is first individually listed in 1837 when he is listed as a letter carrier at 27 Columbia, the address of Archibald Forrester who retired the year before. Charles is presumably Archibald's son. Neither got individual listing in 1836 and only Charles was listed in 1837-8.

Also joining the force in the class of 1830 were the Reads. John M. Read was listed as a letter carrier at 30 Sheriff that year and moved to 36 Sheriff in 1831 and to 33 Sheriff in 1832. He was unlisted in 1833. William Read is listed in the post office section in 1830 and 1831. He was a clerk at 147 Centre street. There are three William Reads in 1831 and two in 1832 but none are listed as letter carriers, although the 1831 post office list reported a William Read—the 1832 did not. One was a mariner at 60 Henry and one a typesetter at 30 Jay. Which was the letter carrier we don't know.

The Strachan family also joined in 1830. William Strachan is in the 1830 post office listing only and is never found with an individual directory listing. David R. Strachan is listed as a letter carrier at 57 Cedar when he joined in 1830. He moved to 33 Wooster in 1831 and to 6 or 7 Beach in 1832. While recorded as a carrier in 1833, he has no individual listing which suggests he left the service early in the year. No Strachan appears in the next few directories.

The most illustrious of the men who joined in 1830 was John H. Hallett. He does not receive an individual directory listing until 1833 when he appears at 679 Washington street as a postman. While he drops out of the directory in 1837, he is back, at 676 Washington, in 1838. He continues in the service for many years and on May 1, 1857, is named Superintendent of the Alphabet and Carrier Delivery Service at a salary of \$1,500 a year. This was increased to \$2,000 in 1859-61 and it was Mr. Hallett who was the head of the New York City carrier operation when home delivery was made universal in 1863.

(To be continued)

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THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 80

No positive solution has been reached for the problem cover (Figure 1). However, two ingenious and somewhat similar theories have been advanced to explain its features. The first, by the cover's owner, Lester L. Downing, assumes:

... there was a passenger on the ship from either Halifax or England. He evidently was wise to the postal requirements for mail from these two places and had a 5c U. S. stamp with him. He held the letter and did not give it to the mail clerk on the ship who would at least have charged for the sea carriage. Instead he kept the letter until the agent from the Boston Postoffice came on board the ship to receive the incoming foreign mail and gave it to the agent, who turned it in to the Boston Foreign Office. They struck it with their Boston Br. Pkt. Paid marking to show the origin of the letter, and sent it along to Baltimore. If this had been an internal U. S. letter, it would have required only 3 cents, and could hardly have entered the Boston Exchange Office.

Cliff Friend has suggested this second hypothesis:

... the cover was either handed to the Captain of the "Asia" at Halifax, or it was his letter. In any event, the clerk at Boston stretched the meaning of the Mail Treaty . . . on mails brought into Boston from Halifax by Cunarder by accepting the 5c U.S. '63 Brown as *prepaying* the U. S. inland rate—inbound. He may have been "talked into" accepting this interpretation of the Treaty by the Cunard Captain, in which case I lean toward the theory that this letter was handed to the Captain at Halifax—and all other fees paid to him in cash. Had it been his own letter, he could have purchased a 3c '61, affixed same to his letter, and have the U. S. Postal Service deliver the letter to Baltimore under the domestic rate of 3c, which was in effect at that time.

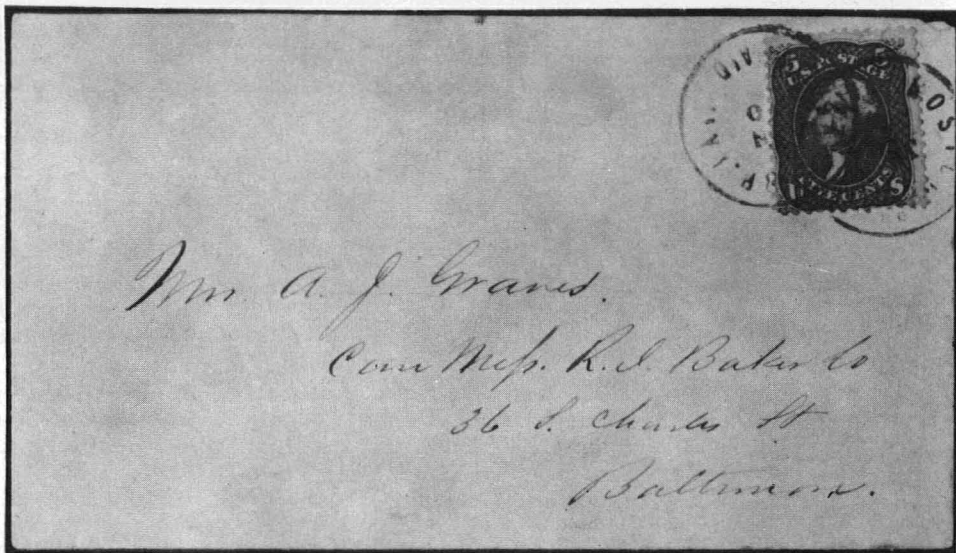


Figure 1

There are difficulties with these explanations—or any others. If the letter was in the possession of someone aboard the vessel, why didn't this person mail it ashore at the 3c rate after disembarking? Perhaps the letter was urgent, and handing it to the Post Office agent was faster than waiting until it could be taken ashore for mailing. Or it may have been held by someone who could not leave the ship conveniently or in the normal course of events.

The combined circumstances, especially the lack of origin markings, the Boston Br. Pkt. postmark, and the 5c stamp, strongly support the idea that the letter was carried outside the mail, or perhaps written on board the *Asia*, by a passenger or crewman boarding at Liverpool or Halifax, and was handed to the Boston Post Office agent when he came to collect the mail. The 5c stamp appears to have been accepted as payment because it represented the U. S. postage stipulated under the treaty, although a rather free interpretation of the treaty provisions was required.

Even more mysterious is the question of where the stamp was obtained. It seems very unlikely that the writer, as hypothesized, had U. S. stamps in his possession or that any were available on board the liner. The Boston Post Office agent may have furnished the stamp. I think the best explanation is that the sender paid the agent 5c in cash and that the agent applied and cancelled the stamp after returning to the Boston Post Office.

EXCERPT FROM THE 1851 PMG REPORT

The report of N. K. Hall, appointed Postmaster General by President Fillmore in July 1850, shortly after his assumption of the presidency, for the fiscal year ending June 30, 1851, occupies pages 417-488 of Part II of the Annual Messages and Accompanying Documents (*Executive Documents, No. 2, 32nd Congress, Washington, 1852*). Dated Nov. 29, 1851, it contains much interesting and valuable information on Post Office operations.

Hall devoted the first several pages to general statistics illustrating the operation and growth of the Post Office during the preceding year. The total receipts and expenditures of the department under various headings were summarized. Revenue was \$6,551,977.89; expenditures \$6,024,566.79. Immediately following this statement is the unusual passage reproduced verbatim below:

In connexion with the foregoing statements of the operations, revenues, and expenditures of this department for the last year, it may not be improper, at the conclusion of a half century, to refer briefly to its origin, history, and progress.

As early as 1677, upon the petition of several merchants of Boston, (Massachusetts,) Mr. John Hayward, scrivener, was appointed by the court "to take in and convey letters according to their direction."

This was probably the first post office and mail service authorized in America. Local and imperfect arrangements for the conveyance of mails were afterwards made, at different periods, in several of the colonies, until 1710, when the British Parliament passed an act authorizing the British Postmaster General "to keep one chief letter office in New York, and other chief letter offices in each of her Majesty's provinces or colonies in America." Deputy Postmasters General for North America were subsequently and from time to time appointed by the Postmaster General in England, and Doctor Benjamin Franklin was so appointed in 1755. He was removed in 1774.

On the 26th of July, 1775, the Continental Congress determined "that a Postmaster General be appointed for the United Colonies," and to allow him "a salary of one thousand dollars per annum for himself and three hundred and forty dollars per annum for a secretary and comptroller." On proceeding to the election of Postmaster General, "Benjamin Franklin, esq., was unanimously chosen."

The Articles of Confederation of 1778 gave to the United States in Congress assembled "the sole and exclusive right and power of establishing and regulating post offices, *from one State to another*, throughout all the United States, and exacting such postage on the papers passing through the same as may be requisite to defray the expenses of an office." The little progress made during the period of the Confederation shows that this power was too limited to be useful, and when the increase of the mail service before the adoption of the constitution of the United States is compared with its subsequent extension, one cannot fail to perceive that the prosperity, efficiency, and value of this

department are chiefly to be ascribed to the national government founded under the constitution of the Union.

The first Congress assembled under our present constitution passed "An act for the temporary establishment of a post office," approved September 22, 1789. This act directed the appointment of a Postmaster General, and was to continue in force until the end of the next session of Congress. Under this provision Samuel Osgood, of Massachusetts, was appointed, by President Washington, Postmaster General of the United States, and this was the first appointment to that office. Thirteen other persons have since been appointed. Of these there were appointed from Kentucky, three; from Connecticut, Ohio, and New York, two each; and from Pennsylvania, Georgia, Tennessee, and Vermont, one each.

The earliest reliable statistics of the General Post Office are those for the year 1790, when the number of post offices was seventy-five; the extent of post routes 1,875 miles; and the revenues of the department \$37,935. The subsequent progress of the Post Office Department can be traced in the tables hereto annexed, marked B and C.*

In connexion with this brief reference to the progress of the department, it may not be improper to state, that there are in the possession of the department materials for an interesting history of the origin and progress of our post office system, and that it is intended, if time can be found to complete the arrangement of them, to present these materials to the present Congress in such form as will perhaps induce their preservation.

This brief account of the posts in North America and the United States is particularly noteworthy at the present time when the approaching bicentennial has focussed interest on the Colonial and post-Revolutionary period.

What intriguing possibilities the final paragraph suggests! Was any progress ever made on the projected history of the postal system? What materials did Hall intend to use and preserve? Do they still exist?

*Table B shows the number of post offices, post roads, transportation costs, receipts and expenses at five year intervals from 1790 to 1835. Table C represents similar statistics, categorized in more detail, on an annual basis for the period 1840-51. (*Editor's note*).

PROBLEM COVER FOR THIS ISSUE



Figure 2

The cover shown in Figure 2 is from the collection of Joseph F. Rorke. The Blackjacks (Scott No. 73) are a strip of three; the New Orleans postmarks and the ring cancellations are in black. The Johnson, Vt., postmark, Due 3, and Forwarded markings are greenish—actually blue—on the yellow envelope. The New Orleans postmark is dated JUL 26 '64. The back of the envelope is docketed "July 22d Mailed 26th N. O./Arrived via Johnson/Aug. 5th Passage 11 days."

The enclosure is intact; it is a two page letter headed "Medical Directors Office/Port Hudson, La./July 22d 1864."

Why the discrepancy in rates—6c in stamps when originally mailed, but only 3c due when forwarded?

A REVISED EXPLANATION

In *Chronicles* 76 and 77 a forwarded letter from Scuppermong, N. C., was illustrated and discussed, without a satisfactory explanation. The letter was addressed to White Sulphur Springs, Va., forwarded from there to Salt Sulphur Springs, and reforwarded to Montgomery Springs.

Stan Piller, the owner, has now sent a revised explanation based on additional items from the same correspondence. An earlier letter establishes that the addressee had left stamps with the White Sulphur Springs Post Office to forward his mail. Stan believes "the clerk in the White Sulphur Springs Post Office forgot about that when he rated the letter and stamped the envelope. However, before it was sent on its way, he, or someone else, remembered, added the stamp, pen cancelled it, but forgot to remove the '+3' rating. The clerk in Salt Sulphur Springs, while forwarding the letter to Montgomery Springs noticed the '+3' and simply added his forwarding charge and totaled it 'Due 6,' ignoring the prepaid forwarding charge."

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.

WILLIAM A. FOX
263 White Oak Ridge Road
Short Hills, N.J. 07078

Charter member of U.S.
Philatelic Classics Society

U.S. COVERS

MY STOCK OF COVERS IS
STRONG IN ALL PERIODS FROM
STAMPLESS TO MODERN, ALA-
BAMA TO WYOMING. WHAT
WOULD YOU LIKE TO SEE?
REFERENCES, PLEASE.

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