

May 1974 (No. 82)

THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

May 1974

Volume 26, No. 2

Whole No. 82

There's No Substitute for Knowledge!

There's No Substitute for Experience!

There's No Substitute for Integrity!

There's No Substitute for Cash!

**And There's No Substitute for SIEGEL
When It Come to Selling Your Stamps!**

ROBERT A. SIEGEL, INC.

120 EAST 56th ST.

NEW YORK, N.Y. 10022

PHONE (212) 753-6421

ESTABLISHED 44 YEARS

INTERNABA '74 BASLE

ROBSON LOWE INTERNATIONAL will be holding two auctions in Basle, Switzerland on 8th JUNE 1974 to mark the International Philatelic Exhibition being held at Basle in that month.

INTERNABA AUCTION I—A wonderful collection of LOMBARDY-VENETIA including 1850 first day cover, first printings with a strip of three of the 5c. greenish lemon-yellow and a strip of four of the 10c. silver-grey. Used blocks, complete rows of eight, inter-panneau pairs of others with the St. Andrew's cross attached. Fifteen examples of the postal forgeries made in Milan and Verona, later issues, mixed usage with Austria, 1859 printed on both sides, cut-out postal stationery used as adhesives, fiscals postally used, newspaper stamps and used in the Levants.

Catalogue with six colour plates by Airmail \$5.

INTERNABA AUCTION II—Classics of the World with Austria, France, Modena, Papal States, Parma, Sardinia, Tuscany and Italy. Russian Levant, Switzerland and a unique Hawaiian cover of 1879.

Catalogue with two colour plates by Airmail \$3.

REVENUES

At Auction in Bournemouth on 4th JULY

including a 1757 Deed of Sale for land in Dorchester in the County of Suffolk in his Majesties province of Mafschufetts Bay, New England. A similar deed for a plot in Salem in a lane leading from the main street to the workhouse. Also several Summonses in the County of Essex 1756-57 in respect of debts.

All these historic documents are embossed with the scarce Scott types EP2 - EP4

Illustrated Catalog by Airmail \$3.

Correspondents sending property for sale can avoid British Value Added Tax complications by including the V.A.T. number after our name on the outside of the package. If sending by freight (air or surface) please secure the appropriate labels from us before sending.

ROBSON LOWE LTD.

50 PALL MALL, LONDON SW1 Y 5JZ, ENGLAND

Cables: "Stamps London SW1" Telex: 915 410

V.A.T. No.: 239/4486/31



IN THIS ISSUE

THE 1847-51 PERIOD

- The Sheriff's Auction of Stamps, *by Creighton C. Hart* 69

THE 1851-60 PERIOD

- Identifying Imprint Copies of the 3c 1857
Perforated S4 and S5, *by Robert R. Hegland* 76

- Auctions 83

- Twelve Cent 1857 (Plate 3) 85

THE 1861-69 PERIOD

- A First Day Cover of the 1861 Issue, *by Clifford L. Friend* 86

- Editorial 95

THE 1869 PERIOD

- Interconsular Covers 97

- The Supreme Court Cover 99

- 1869 Notes 101

THE BANK NOTE PERIOD

- The Printing Papers of the Banknote Issues, *by Morrison Waud* 102

- Fancy Cancellations on Banknote Issues 107

- Kicking Mules—Help Wanted 108

RAILROAD POSTMARKS

- Auction News and Other Reports 109

THE FOREIGN MAILS

- The German Packets to Hamburg and Bremen from New York
in July 1870, *by Walter Hubbard* 114

- Black Jacks Abroad, *by Paul J. Wolf* 116

- To Argentina by American and French Packets 120

GUEST PRIVILEGE

- Letter Carrier Service in New York, *by Calvet M. Hahn*
(Continued from *Chronicle* No. 81) 121

THE COVER CORNER

- Answer to Problem Cover in Issue No. 81 126

- Problem Cover for this Issue 127

The Chronicle

of the U. S. Classic Postal Issues

May 1974

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

Vol. 26, No. 2
Whole No. 82

*\$2.50 to
Members*

Official publication of the U.S. Philatelic Classics Society, Inc.
(Unit No. 11, American Philatelic Society)
Annual membership dues \$7.50

*\$3.50 to
Non-Members*

SOCIETY OFFICERS

MELVIN W. SCHUH 6 Laconia Road, Worcester, Mass. 01609	<i>President</i>
SCOTT GALLAGHER P. O. Box 42253, Cincinnati, Ohio 45242	<i>Vice-President</i>
ROBERT R. HEGLAND P. O. Box 2424, Arlington, Va. 22202	<i>Secretary</i>
LEON HYZEN P. O. Box 256, San Clemente, Cal. 92672	<i>Treasurer</i>
J. DAVID BAKER P. O. Box 892, Indianapolis, Ind. 46206	<i>Assistant Secretary and Assistant Treasurer Chairman, Slide Shows</i>
DR. JOHN N. HOFFMAN 2501 Q Street, N.W., Washington, D.C. 20007	<i>Scribe</i>
LEON C. FORCHEIMER 4120 Amherst St., Houston, Texas 77005	<i>Editor of Chairman's Chatter</i>
<i>Assistant Vice-Presidents:</i>	
ARTHUR E. BEANE, JR., C. W. CHRISTIAN, DONALD F. GARRETT, JACK L. JENKINS	
CLIFFORD L. FRIEND 8081 Aquadale Drive, Boardman, Ohio 44512	<i>Advertising Manager</i>
ROBERT L. TOTH 10015 Vista Dr., North Royalton, Ohio 44133	<i>Chairman, Membership Committee</i>
ROBERT H. SMITH 1313 East Broad Street, Columbus, Ohio 43205	<i>Chairman, Grievance Committee</i>
MRS. JOHN D. POPE III 55 South Gore Ave., Webster Groves, Mo. 63119	<i>Program Chairman</i>
JACK L. JENKINS P. O. Box 615, Bloomington, Ill. 61701	<i>Chairman, Publications Sales Committee</i>

DIRECTORS

THOMAS J. ALEXANDER '76, LEON C. FORCHEIMER '75, SCOTT GALLAGHER '74, RICHARD B. GRAHAM '76, CREIGHTON C. HART '76, ROBERT R. HEGLAND '76, LEON HYZEN '74, DAVID L. JARRETT '74, SUSAN M. McDONALD '75, ELIZABETH POPE '75, MELVIN W. SCHUH '75, HUNTER M. THOMAS, JR. '74; Directors *ex officio*: J. DAVID BAKER, MORTIMER L. NEINKEN.

EDITORIAL BOARD

SUSAN M. McDONALD
2030 Glenmont Ave. N. W., Canton, Ohio 44708 *Editor-in-Chief*

SECTION EDITORS

<p>1847-51 Period CREIGHTON C. HART 719 Commerce Bldg. Kansas City, Mo. 64106</p> <p>1851-60 Period THOMAS J. ALEXANDER 714 Commerce Bank Bldg. Kansas City, Mo. 64106</p> <p>DAVID T. BEALS III, <i>Associate</i> 4117 Broadway, Kansas City, Mo. 64111</p> <p>1861-69 Period RICHARD B. GRAHAM 259 E. Dominion Blvd., Columbus. Ohio 43214</p> <p><i>Contributing</i>: C. W. CHRISTIAN, CLIFFORD L. FRIEND, WILLIAM K. HERZOG</p>	<p>1869 Period MICHAEL LAURENCE 919 N. Michigan Ave., Chicago, Ill. 60611</p> <p>Bank Note Period MORRISON WAUD 1 First National Plaza, Chicago, Ill. 60670</p> <p>ARTHUR VAN VLISSINGEN, <i>Associate</i></p> <p>Railroad Postmarks CHARLES L. TOWLE 4621 E. Don Jose Dr., Tucson, Ariz., 85718</p> <p>The Foreign Mails <i>Contributing</i>: JAMES T. DE VOSS, WALTER HUBBARD, SUSAN M. McDONALD, CHARLES J. STARNES</p> <p>GEORGE E. HARGEST 2800 Indian River Blvd., Apt. #1-N, Vero Beach, Fla. 32960</p> <p>The Cover Corner SUSAN M. McDONALD</p>
---	--

Address changes and inquiries about non-receipt of copies should be sent to the Secretary; orders for back issues to Publication Sales Chairman, other correspondence to Editor-in-Chief. Members are invited to report new items and to submit articles for publication, preferably to the appropriate Section Editor. If doubt exists, they may be sent to the Editor-in-Chief. In no case should stamps or covers be sent, unless requested by a member of the editorial staff. While in an editor's possession, such items will be carefully guarded, but no liability for loss or damage is assumed by an editor or the Society.

© U.S. Philatelic Classics Society, Inc. 1974
US ISSN 0009-6008

PHILATELIC BIBLIPOLE

Authoritative Philatelic Literature

ROBSON LOWE ENCYCLOPEDIA VOLUME FIVE

of Empire Stamps comprising

NORTH AMERICA

We can say little more as the previous four volumes of the Robson Lowe Encyclopedia speak for themselves; over 700 pages, released early in March, 1974.

The section on the Colonial Posts in the United States of America, 1606-1783 has been completely re-written from the booklet published in 1967 (available from stock, original form, \$4.50).

Our stock of Volume Five was shipped from England the 12th of March, 1974 thus we hope to have them in stock when this journal is published.

Regular Edition, cloth	\$40.00
DeLuxe Edition, two volumes, half morocco	\$50.00

We can supply a few copies of the original Volumes One through Four, POR. The HJMR reprint volumes, one through three are now available at \$15.00 each from stock, reprint volume four is expected soon.

In addition to many standard works on classic US, CSA, GB, and Canadian philately we can also offer limited stocks of these journals:

PHILATELIC GAZETTE
AMERICAN PHILATELIST
COLLECTORS CLUB PHILATELIST

Please enquire for your specific needs. We correspond on specific and general want lists but issue no printed lists as our stocks are not sufficient. We do not deal in any annual catalogues.

Leonard H. Hartmann

Post Office Box 21397

Louisville, Ky. 40221

THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

THE SHERIFF'S AUCTION OF STAMPS

CREIGHTON C. HART

For the first time since the depression days of the 1930's,¹ a Sheriff's Public Auction of stamps and covers was held in New York City on Jan. 3, 1974. The original advertisements as they appeared are reproduced as Illustrations 1 and 2. The sale had previously been advertised for August 2, 1973. That sale date was supposedly postponed because of some legal action by one of the creditors of John A. Fox.

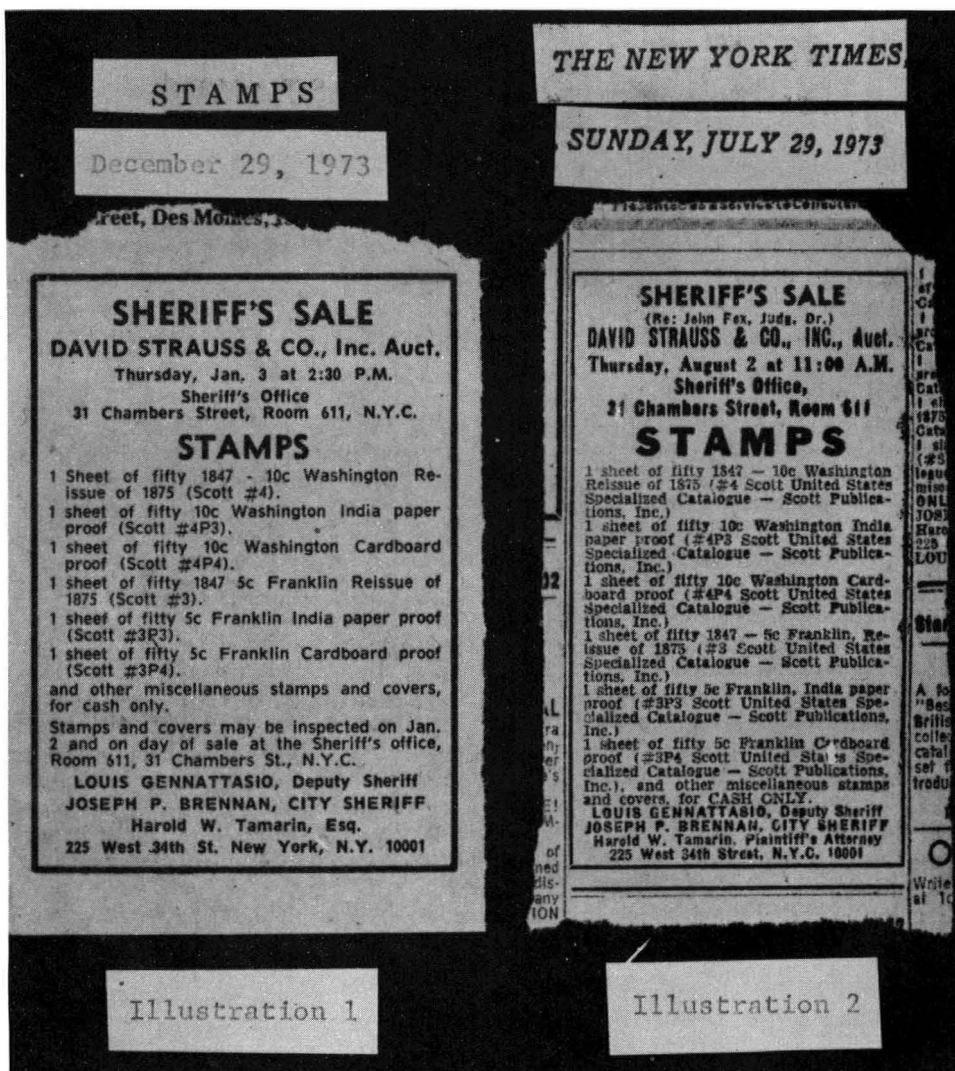


Illustration 1

Illustration 2

Because of the 1847 items that were to be offered, I made a special trip from Kansas City to inspect the six sheets and several 1847 covers which were rumored to be included in the miscellaneous lots. My trip was well worth the time and expense. Because of the unusual circumstances causing the auction

and the items being offered, our members will be interested in how it was held and what was offered. Thirty-six of the single cover lots consisted of 19th Century U. S. Classic covers and Confederates.



Lot 18
 "10c/47 tied by fancy numeral 10 in field of blue with border of stars. Beautiful stamp with excellent margins. Cover also has round Huntsville, Al. in blue circle dated March 22nd. Addressed to Rev. Frederick F. Cornell, Morris County, N. J." priced at \$2,500

The sheets of Scott's #3 and #4, the 1875 reprints of the 1847 issue, particularly interested me. In the past I had had professional scientific tests made of the wide margined (approximately 1") 1875 reprints such as have appeared at auctions in recent years. These I compared with copies of #3 and #4 in my collection, which were purchased from Clarence Brazer. I also have the reference collection formerly belonging to Elliott Perry. The thickness of the paper of all copies is the same. However, because of the difference in fibers and chemical content of the paper, I concluded that the copies with very wide margins were proof copies on stamp paper made during one of the five cardboard proof printings of 3P and 4P between 1879 and 1893.² Stamps of later issues are also known so printed and are called proofs on stamp paper.

Based upon the number of corner positions of the very wide margined copies that have been sold at important New York auctions since 1960, I believed one sheet of proofs of each denomination was printed and eventually reached the philatelic market. As I expected the two full sheets of #3 and #4 offered at the Sheriff's auction had narrow margins as I concluded was true of all sheets that were printed in 1875. There will be more about this in a future *Chronicle*.

The two sheets described as Scott #3P3 and #4P3 were on India paper backed with cardboard. It is my understanding that so much pressure was applied to India paper backed with cardboard that it is next to impossible to separate them. Scott's prices for India paper proofs are for copies that have never been backed with cardboard. Singles and blocks of four on India paper frequently appear at auctions and full sheets are known to exist without the cardboard backing.

Scott's *U. S. Specialized Catalogue* for 1974 prices the six sheets at about \$40,000 as singles. As 10 blocks of four and 10 singles the catalogue is about \$82,000. The six sheets quickly sold for \$80,000 and the successful bidder apparently would have gone higher. There are full sheets of India paper proofs and another set or two of full sheets on cardboard but these sheets of the 1875 reprints could be the only ones available to collectors. The only possible exceptions would be a sheet of each value which I formerly held as security from Clarence Brazer in the late 1930's or the early 1940's.

After the Brazer sheets had been returned to him, I was in his office and asked if he still owned them. Brazer told me that he sold them to an insurance company for \$3,000 to replace a set of sheets that had been stolen during an exhibit at a bank. Perhaps some collector or dealer can tell me whether or not the Brazer sheets are still in existence. The stolen sheets could also exist in full sheets but probably do not.

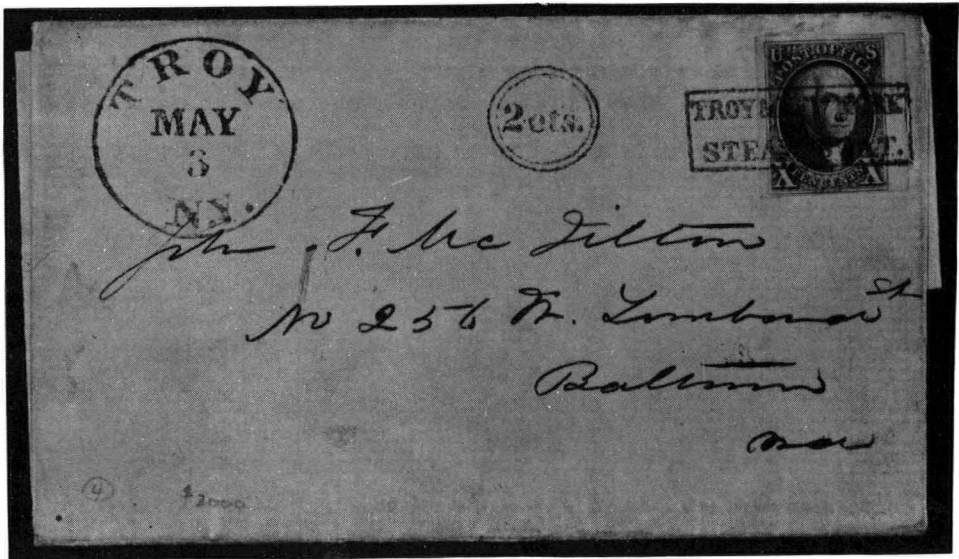
The Sheriff's lots were available for inspection before the auction, but not until noon of the sale day. Only two individuals at one time were permitted to enter the viewing room. John Fox stood behind the first table with the six important sheets and one or two other large lots. A second larger table, well guarded by many deputy sheriffs, held the other lots including a loose leaf binder with 9 lots of 1847 covers and 3 Pony Express covers. At my request Fox held the sheets of #3 and #4 to the light. As he did so, he remarked that these were the two sheets of reproductions illustrated in Brookman.

The total attendance was about 75 so it was not possible to linger long looking at the entire offering. I made as detailed notes of the '47 covers as time permitted and later noted the prices realized.

The nine 1847 covers were:

Lot No.	5c/10c	Date	Postmark	Color	Realization
18	10c	Mar. 22	Huntsville, Ala.	blue	\$150-
19	10c	May 3	Troy, N.Y.	blue	\$160-
20	10c	Feb. 23	Binghamton, N.Y.	black	\$150-
21	bis. 10c	May 7	Gardiner, Me.	blue	\$ 45-
22	5c	May 22	Hudson River Mail	red	\$ 65-
23	pr. 5c	Feb. 7	Huntsville, Ala.	black	\$125-
24	pr. 5c	Feb. 12	Binghamton, N.Y.	black	\$130-
25	5c	Jun. 18	Long Island R.R.	red	\$ 60-
26	5c	Jul. 29	Binghamton, N.Y.	black	\$ 70-

These nine covers all have certain characteristics in common. All of the stamps have four nice margins, and the postmarks and cancellations were usually clearly struck. The stamps are all tied to clean attractive covers and none have any evidence of year of use. Five of the 1847 covers (lots 18, 19, 20, 23 & 24) are illustrated here with the owner's permission. Below each lot is a description that accompanied the lot and the prices as shown in pencil at the lower left corner of each cover. Compare these amounts with the actual sale prices above.

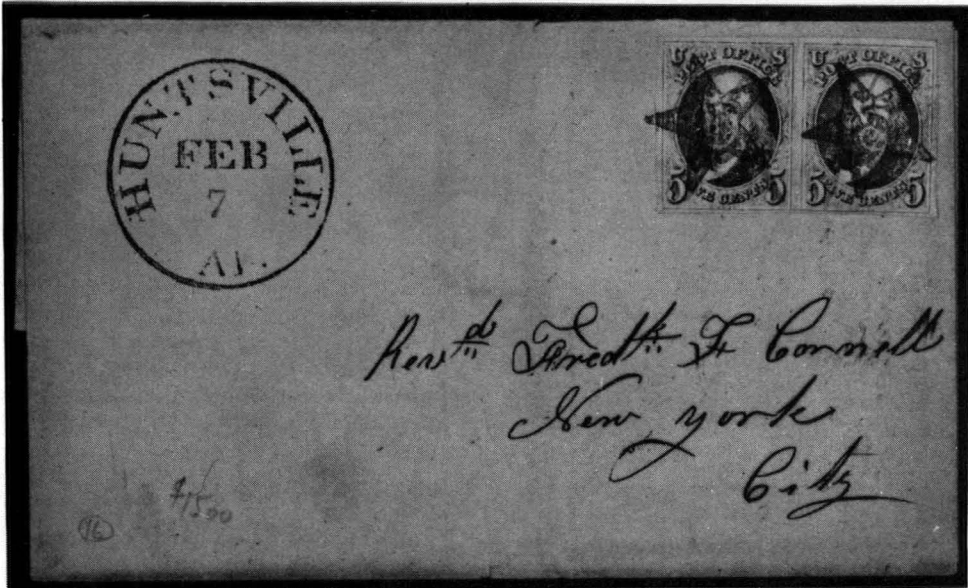


Lot 19
 "10c/47 lovely margins all around. Beautifully tied with blue Troy, N. Y. Steam Boat in blue box. Cover also is marked with Troy, N. Y., May 3rd in blue circle and 2 cts. in double blue circle. Addressed to Mr. John F. McJilton, No 256 W. Lombard St., Baltimore, Md. This cover has a Sampson marking." priced at \$2,000

When the auction started there were few chairs and most of the collectors and dealers had to stand or sit on tables or window ledges. Several New York area professionals were missing in the audience but I did recognize five and there may well have been others among the many collectors. I mention this to show that the bidding was done by a knowledgeable group and that the prices realized reflect the value placed upon each lot by informed professionals and collectors.

The auctioneer announced at the beginning that the sale was being held for the benefit of nine creditors and there was *no warranty as to the genuineness* of any item offered. The descriptions with some covers, he said, were to be ignored when bidding.

First, the entire 50 lots were offered as a whole in case the total later did not exceed it. A bid of \$75,000 was quickly reached and the successful bidder marched to the front table and deposited fifty \$100 bills with the auctioneer. As each lot was offered it was verbally described in a general way by an assistant to the auctioneer. I made notes of these descriptions and the prices realized.



Lot 23
 "Pair 5c/47's full margins, tied by two 5-pointed stars in center. Cover also marked with blue Huntsville, Al., February 7th in blue circle. Addressed to Rev. Frederick F. Cornell, New York City." priced at \$1,500

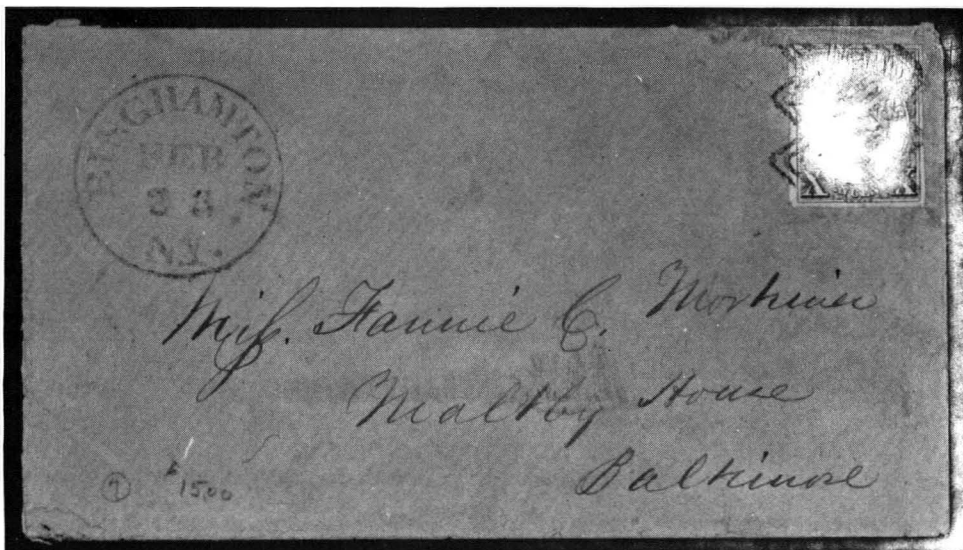
Before the accounts were settled it was announced that a 7% sales tax was due unless the bidder had a sales tax number exempting him as a dealer. Forty-nine lots were sold to 11 bidders but a sales tax was paid by only two. The fiftieth lot was the six sheets which were sold to Harold W. Tamarin, plaintiff's attorney. Fifteen of the lots were purchased by Monarch Stamp & Coin Co., whose address was given as 141 Tulip Ave., Floral Park, N. Y. These were lots 2, 5, 8, 10, 11, 12, 13, 16, 17, 27, 38, 39, 43, 44 and 46. The Floral Park address is also that of John A. Fox, so apparently those lots are back in his stock.

As a sort of souvenir of the sale and of my quick trip, I bought lot #26, the 5c Binghamton cover with a black herringbone cancellation. This cover (illustrated as lot 26) is addressed to Rev. Frederick Cornell. I knew before

Lot 20
 "10c/47 beautiful margins, tied black Binghamton herringbone. Also red Binghamton, N. Y., February 23rd in red with red circle. This has a Sampson marking." priced at \$1,500

The 50 lots except the 9 1847 covers

Lot #	Description	Realization
1	#5 Nova Scotia	\$ 70-
2	Box of private coils	\$ 125-
3	Box of foreign covers	\$ 750-
4	Box of U. S. covers	\$ 950-
5	Box of covers	\$ 1,250-
6	Foreign stamps	\$ 700-
7	U. S. and foreign stamps in bulk	\$ 110-
8	Strip of 3 brick red on cover	\$ 425-
9	Lot of U. N. Covers	\$ 130-
10	Single 5c brown on cover	\$ 60-
11	Variety of U. S. #3	\$ 250-
12	Confederate frameline on Patriotic Cover	\$ 75-
13	Single 2c green Confederate on cover	\$ 40-
14	Pony Express cover	\$ 45-
15	1st Day Cover of 16c Air Mail	\$ 150-
16	Strip of five Confederate 2c brown on cover	\$ 20-
17	Five Confederate 2c green on cover	\$ 50-
18-26	The 9 previously reported 1847 covers	
27	Black running Pony Express cover	\$ 25-
28	Same as 27	\$ 20-
29	Same as 27	\$ 15-
30	Pony Express cover	\$ 15-
31	Another Pony Express cover	\$ 10-
32	3c 1861 on Magnus patriotic cover	\$ 5-
33	Same as 32	\$ 10-
34	Same as 32	\$ 15-
35	Confederate 2c red brown single on covers	\$ 5-
36	3c 1861 Lincoln campaign cover	\$ 5-
37	3c 1861 Magnus patriotic cover	\$ 5-
38	3c 1857—Old Stamps Not Recognized handstamp on cover	\$ 50-
39	30c 1869 on blue cover	\$ 100-
40	3c 1861 Fremont campaign cover	\$ 5-
41	3c 1861 Magnus patriotic cover	\$ 5-
42	Same as 41	
43	3c 1861 cover with Steamer Patrick Henry handstamp	\$ 20-
44	Confederate Patriotic cover with 5c Confederate stamp	\$ 20-
45	Pony Express cover	\$ 25-
46	Same as lot 45	\$ 25-
47	5 volume reference collection	\$ 1,000-
48	U. S. locals in sheets	\$ 250-
49	U. S. locals	\$ 600-
50	The 6 sheets including 2 sheets of the 1875 reprints and 4 sheets of proofs	\$80,000-



I bought it that two covers addressed to the Cornell family had been submitted in the past to the Philatelic Foundation. The Foundation's opinion was that the stamps were added and the postal markings fraudulently applied to both covers. My cover is back from the Foundation with the opinion that "the stamp did not originate on this cover and all postal markings are counterfeit."



Lot 26

Cancelled and tied with black herringbone on folded letter addressed to Rev. Frederick Cornell at New York City.

Beginning with lot 12 there was a continuous offering of choice covers with desirable postmarks, cancellations, and stamps or a combination of these. With Pony Express Covers selling for \$10.00 to \$25.00 and Civil War Magnus patriotic covers going for \$5.00 to \$15.00, it was evident what the dealers and collectors there thought of them.



Lot 24

"Pair 5c/47's full margins, tied black Binghamton herringbone. Also marked red Binghamton, N. Y., February 12th in red circle. Addressed to Messrs. Henry Farnum and Co., Philadelphia." priced at \$1,250

The auction was a serious affair except at one time. After the 30c 1869 cover to France was sold for \$100.00, the auctioneer's assistant who had been holding high each cover said for all to hear, "These covers are getting prettier and prettier." There was general laughter.

Because so many of the lots were 19th Century U. S. or Confederate, our members should be careful about purchases of material of the type noted. If you are not well enough informed about a cover with desirable postal markings, you should submit it to either the Philatelic Foundation or the American Philatelic Society for expertization.

Notes and References

1. Ezra Cole writes me that in the depression of the 1930's there were numerous Sheriff's sales, especially where collectors died intestate.
2. *Scott's United States Stamp Catalog Specialized*, 1974, p. 505.

SOME NICE COVERS

- 1845 ms. "Fort Atkinson Wis." Fine territorial settler's letter.\$40.00
- 1852 green NOR ASHFIELD/MASS., matching killer does not tie 4 margined #11 with 2 mm closed tear at r.\$50.00
- 1853 20 x 55 mm boxed red MORNINGVILLE P.O./ WESTCHESTER Co. N.Y. with PAID on stampless Quaker's letter.\$60.00
- 1853 blue 30 mm CAMBRIDGE/Ms. c.d.s. & arc PAID/3 to NYC, there red ADVERTISED & later black 37 x 45 mm d.o. P.O. DEPARTMENT/DEAD LETTER OFFICE\$75.00

ROBERT DALTON HARRIS

a Gatherin' Historical Paper
P. O. Box 175
Wynantskill, New York 12198

**U. S. POSTAL HISTORY
AND
QUALITY STAMPS**

Are a regular feature of our public auctions.

Most major areas of collecting are covered including: Stampless from Colonial to 1850's, Regular Issues from 1847 on, U.S. Postmaster Provisionals, Campaign Covers, Union Patriotics, Air Post, Territorials, Fancy Cancels and all phases of Confederate Postal History.

Whether you are a beginning or advanced collector of U.S. material, you will find many items of interest in our lavishly illustrated catalogs available gratis upon request.

John W. Kaufmann, Inc.

APS
SPA
CSA
USPCS

1010 VERMONT AVE., N.W.
WASHINGTON, D.C. 20005
202-638-5658



THE 1851-60 PERIOD

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

IDENTIFYING IMPRINT COPIES OF THE 3c 1857 PERFORATED S4 AND S5

ROBERT R. HEGLAND

As is well known to specialists in the 3c 1851-57 issue, the plate and position of a particular imperforate copy can usually be easily identified if that copy shows a part of the imprint, which appeared as shown in Figure 1. This identification is made possible by knowing two major factors:

1. The distance from the outer frame line to the top of the capital letters of the imprint, as listed in Figure 2, and
2. The "character" of the copy, such as the gouged-out upper right diamond block of Plate 1L, the light left frame line of Plate 4, etc., which makes it relatively simply to distinguish between most copies where the distance doesn't provide complete identification.

Thus, as for most plating, at least two separate factors work together to identify a particular position.

More challenging is plating imprint copies of the perforated S4 and S5. While there are but 26 different possible reconstructions of 4 stamps each for the 13 plates and their different states used primarily for the imperforate issue, there are at least 50 reconstructions of 4 stamps each that are possible for the plates used for S4 and S5. The distance from the frame line to the imprint is known for most of these plates, but many of the imprints are almost exactly the same distance from the frame line. Since there is no easily recognizable "character" to most of the S4 and S5 stamps, another factor is needed to aid in plating these imprint copies.

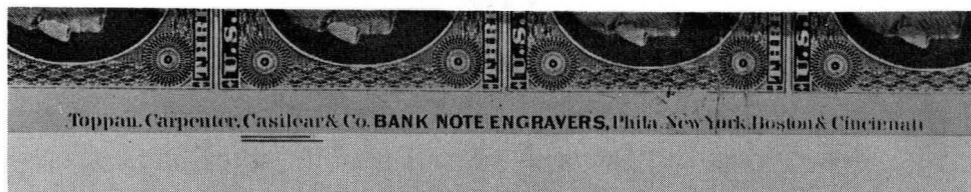


Figure 1. The imprint as it appeared on S1-S3 plates. The underlined portion was not transferred when rocking the imprint on the plates for S4-S5.

FACTORS IN PLATING S4 AND S5 IMPRINT COPIES

A major alternative factor is the alignment of the imprint with the design of the stamp along which the imprint lies. Since each imprint was aligned and transferred by hand, the starting location varies slightly for each plate that was made. Also influencing the alignment is the fact that the transfer roll used contained the name of Casilear who was no longer with the firm. When this part of the transfer roll was reached in the process of rocking the imprint on each of the S4 and S5 plates, it was "lifted" from the plate and was rotated until the next information to be transferred was positioned in approximately the right place before the rocking-in process continued. (The portion of the imprint not showing on the plates used for S4 and S5 stamps is underlined in Figure 1.) Thus, the alignment of the imprint with the adjacent stamps varies on different plates since the starting point was usually slightly different and since, when the imprint transfer roll was repositioned, it was seldom set back in exactly the right position to remove the Casilear name completely.

LEFT IMPRINT

3	2.75mm	
0	2.25	
1I	2.25	┌┐
1L	2.25	┌┐
5E	2.00	┌┐
5L	2.00	┌┐
4	2.00	┌┐
2E	1.75 - 2.50	┌┐
2L	1.75 - 2.50	┌┐
7	1.75	┌┐
8	1.25 - 1.50	┌┐
6	1.00 - 1.50	┌┐
1E	none	

RIGHT IMPRINT

2E	2.67mm	
0	2.50+	┌┐
3	2.50	┌┐
1I	2.00	┌┐
1L	2.00	┌┐
4	1.75	┌┐
7	1.75	┌┐
2L	1.67 - 2.00	┌┐
5E	1.50	┌┐
5L	1.50	┌┐
8	1.25 - 1.50	┌┐
6	1.00 - 1.50	┌┐
1E	none	

Figure 2. The distance of the top of capital letters from the outer frame line of S1-S3. Measurements are approximate as they are designated in fractions in Dr. Chase's book. The vertical lines opposite a measurement identify other plates having the same measurement. For example, if the distance of a left imprint copy measures 2.25, it could be from plates 0, 1I, 1L, 2E or 2L.

Plating S4 and S5 copies has been possible for many years by those collectors who obtained a set of the photographs of Dr. Chase's reconstructions of the perforated imprints. Since these photographs are no longer available, this collector thought that a summary chart might be interesting and useful to collectors who would like to do some basic "plating" of these imprint copies but who did not obtain the photographs.

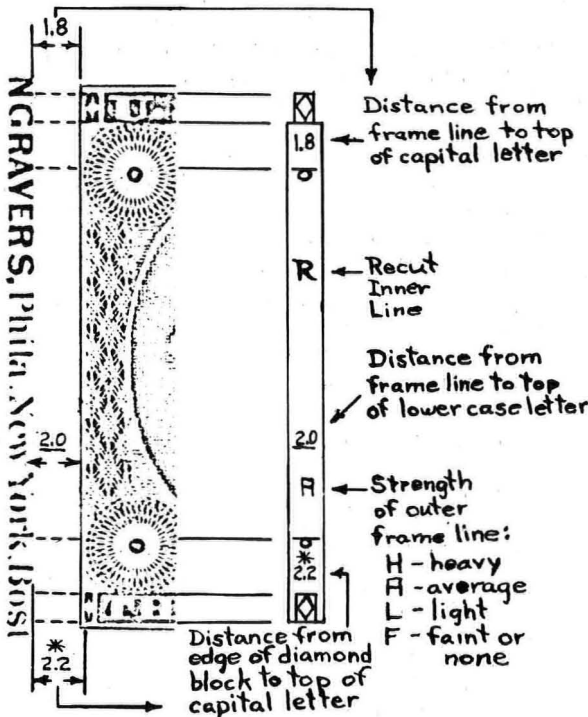


Figure 3. Detail of the graphic representation of the alignment of S4 and S5 with part of the imprint.

Figure 3 shows an explanation of the information that is shown for all plates of S4 and S5 in Figures 4 and 5. A description of how these illustrations were prepared should be understood before attempting their use in plating.

CHARTS FOR PLATING S4 AND S5

Figures 4 and 5 show the alignment of the S4 and S5 stamps with their imprints, the distance to the imprint, and a rough indication of the strength of the intervening frame line. On these charts, each vertical column is a graphic representation of the vertical alignment of the stamps to their adjacent imprint on the pane and plate identified on the chart. The individual positions are represented by the four long blocks inside each vertical column with a diamond block shown at the top and bottom of each individual position. The top and bottom horizontal line of each of these diamond blocks is aligned, as precisely as possible, with the imprint shown at the right and left of each figure, recreating the alignment of the stamp with its imprint. For example, on the left pane of plate 26, the bottom diamond block of 41L26 is opposite the "G" of "ENGRAVERS." The bottom of that diamond block ends just before the vertical leg of the "R." The frame line is 0.8mm from the top of the "G" and is of average (A) strength. The different codes used are given on the side of the chart as well as in Figure 3.

In attempting to make the charts as complete as possible, the top and bottom of the diamond blocks of the positions missing from or not completely pictured in the Chase reconstructions have, where possible, been drawn using two horizontal lines, close together, to show the possible range for the actual line at the top or bottom of the diamond block. These were estimated for the top three positions on each plate by measuring an average distance from an established point on one of those positions or from an earlier or later state of the plate. A more difficult situation arises with the bottom position on each reconstruction, since this position is the first entry from the second use of the 6-position transfer roll used for the S4 and S5 plates. Although the alignment of this position with the impressions of the stamps above it is usually very accurate, (hence the distance to the imprint is about the same as the distance of the above D, E, and F Reliefs), the vertical distance from the above F Relief may vary slightly. Consequently, the alignment of this position with the imprint can, in some cases, only be approximated; hence, the greater distance between the probable top and bottom lines of these diamond blocks in Figures 4 and 5.

These charts will identify most of the imprint copies but certainly not all due to the great similarity of a few plates and due to paper shrinkage which will cause some variation in measurements and which, no doubt, has caused some discrepancy in the distances shown in Figures 4 and 5. To use these charts, the following steps are suggested:

1. Determine whether the stamp is from the left or right pane. Copies from the left pane have the imprint on the left; from the right pane, on the right.

2. Lay a straightedge (preferably a transparent, accurate millimeter scale) over the stamp where one of the capital letters of the imprint is close to one of the upper or lower diamond blocks.

3. Align this straightedge along the top or bottom of the top or bottom label and diamond block. Precision in this step is very important.

4. Determine exactly where the straightedge intersects the adjacent (capital) letter.

5. Recreate this intersection by aligning on the appropriate left or right pane chart another straightedge at the corresponding point in the same adjacent (capital) letter in the imprint shown on both the left and right of the chart. The second imprint on each chart is, of course, provided exclusively for this alignment.

6. See which diamond blocks on the chart closely correspond to the edge of the straightedge. This, if done accurately, will usually identify the plate or at least a very few alternative possibilities.

7. To confirm the plate or eliminate several that may be close to one another, measure the distance from the middle of the frame line to the top of a capital letter nearest the diamond block and see which of the plates identified in step 6 comes closest. If it is necessary to measure this distance to the top of a lower case letter, use the underlined distances on the chart. If the frame line is extremely faint or missing, the distance should be measured from the outside edge

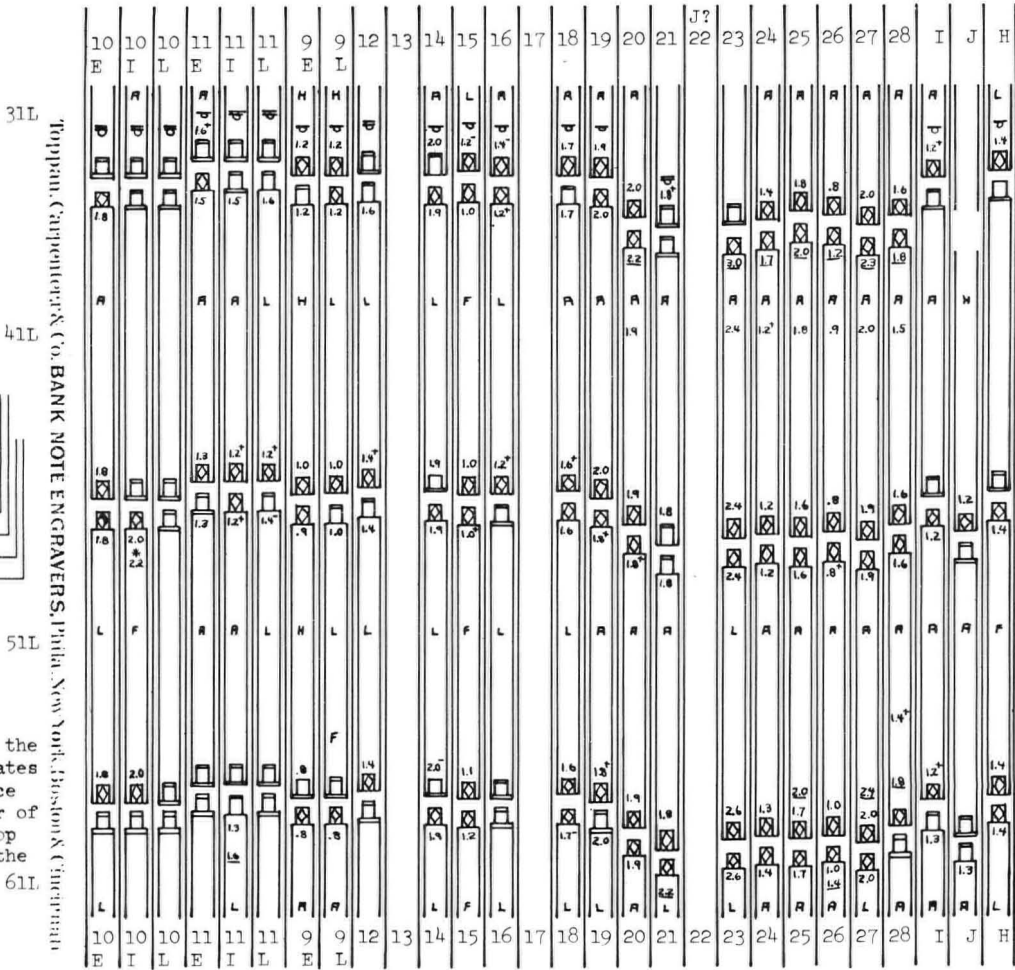
Figure 4.

LEFT IMPRINT

23	2.4	-	2.6mm
10I	2.0		
27	1.9	-	2.0
14	1.9	-	2.0
20	1.8+	-	2.0
19	1.8+	-	2.0
21	1.8	-	1.8+
10E	1.8		
25	1.6	-	1.8
18	1.6	-	1.7
28	1.4+	-	1.6
12	1.4	-	1.6
H	1.4		
11E	1.3	-	1.6+
11I	1.2+	-	1.5
11L	1.2+	-	1.6
16	1.2+	-	1.4
24	1.2	-	1.4
I	1.2	-	1.3
J	1.2	-	1.3
15	1.0	-	1.2
9E	.8	-	1.2
9L	.8	-	1.2
26	.8	-	1.0

10L not listed

The vertical lines show the possible alternative plates for a particular distance measured from the center of the frame line to the top of a capital letter of the imprint.



PERFORATED IMPRINTS
LEFT PANE

- 31L 1.6 = distance to top of the nearest capital letter
- 1.6 = distance to top of the nearest lower case letter
- 41L* 1.6 = distance to top of the nearest capital letter from edge of the diamond block
- p = alignment of letter with top of the inner circle of rosette
- 51L = alignment of letter with top and bottom of diamond block
- R = recut right inner line
- Strength of frame line:
H = heavy
A = average
L = light
F = faint or none
- 61L

of the diamond block or tessellated work. This measurement is marked by an asterisk on the chart.

8. If two plates are still nearly identical, determine if the frame line is heavy(H), average(A), light(L), or faint(F) and compare your estimate with the letters inside the representations of each stamp. This is a very subjective tool and should be avoided, if possible.

As a check for the final results, a summary of the distances of the top of the capital letters in the imprint from the middle of the adjacent frame line has been included at the left of Figures 4 and 5. The range is caused, of course, by several factors, such as the imprint being slightly skewed or the frame line being at a different distance from the stamps at the top of the imprint than it is from those at the bottom of the imprint. The vertical lines to the right of the distance chart identify panes with about the same distance measurement. These distances were found by using a special engineering magnifying glass that has tenths of a millimeter marked on the scale. Due to paper shrinkage and the fact that the photographs from which these measurements were taken were not exactly full size, some variations in the measurements may be expected. This variation should not be more than 0.1mm.

Because of the method used to reproduce line drawings in *The Chronicle*, the accuracy of the alignments shown in Figures 4 and 5 may be somewhat reduced from the accuracy of the original charts. This collector will be glad to forward copies of the original charts to others who are interested and who will report the positions they have upon receipt of a self-addressed, stamped #10 envelope.

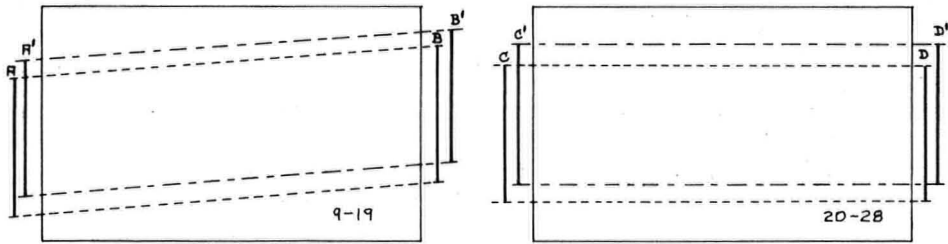


Figure 6. Representation of the horizontal alignment of the left and right imprints. Greatly exaggerated for this diagram, A and B show how the imprints for plates 9-19 were aligned. A' and B' show how these imprints tend to "follow" each other and keep a relatively constant relationship. The dashed lines show the relative ends of the imprint as compared to those on the opposite pane. C and D, C' and D' show the same relationships for plates 20 through 28.

PANES K AND L ASSIGNED TO PLATES

Students of S4 and S5 will notice in Figure 4 that panes K and L have been assigned to plates 13 and 17, respectively. This has been done due to the discovery of a plate imprint and plate number copy which matches the imprint distance and alignment of pane L. This copy was discovered by this collector, confirmed by T. J. Alexander, and is the only known copy bearing part of the plate number 17. It was discovered while using these charts during the last year.

RELATIONSHIPS BETWEEN LEFT AND RIGHT IMPRINTS OF S4 AND S5

In examining these charts several peculiarities were noticed which may prove of some interest to specialists.

On all plates after plate 20, the imprint on the left pane is higher and that on the right pane is lower, with the exception of 27R, than the imprints on plates 9-19 as shown in Figures 6 and 7. This leads to the probability that pane J is 22L.

If the representations of the stamps from the left and right panes are overlaid, the imprints from the right pane from plates 9-19 are higher than those of the corresponding left pane approximately by the length of the word "Cincinnati." Nevertheless, the placement of the pair of imprints on each plate is very close in that when the imprint is low on the left pane of one plate it is low by nearly exactly the same distance on the right pane.

Figure 5.

RIGHT IMPRINT

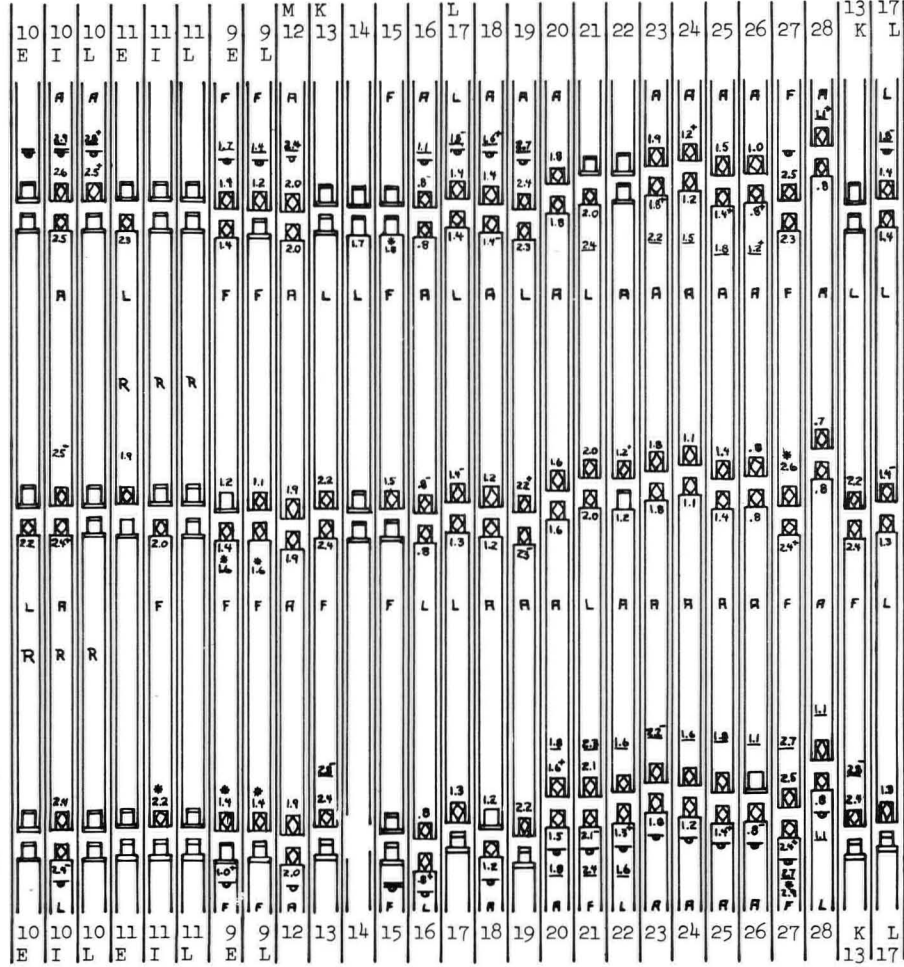
10L	2.5+	40R
10I	2.4 - 2.6	
27	2.3 - 2.5	
11E	2.3	
13(K)	2.2 - 2.4	
19	2.2 - 2.4	
10E	2.2	
21	2.0 - 2.1	
11I	2.0	
12(M)	1.9 - 2.0	
23	1.8 - 1.9	50R
14	1.7	
20	1.5 - 1.8	
15	1.5	
25	1.4 - 1.5	
17(L)	1.3 - 1.4	
22	1.2 - 1.3+	60R
18	1.2 - 1.4	
24	1.1 - 1.2+	
9L	1.1 - 1.2	
9E	1.0+ - 1.4	
26	.8 - 1.0	
16	.8 - .8	
28	.7 - .8	

11L not listed

The vertical lines show the possible alternative plates for a particular distance measured from the center of the frame line to the top of a capital letter of the imprint.

70R

Toppan, Carpenter & Co. BANK NOTE ENGRAVERS, Philadelphia, New York, Boston & Cincinnati



PERFORATED IMPRINTS
RIGHT PANE

- 40R 1.6 = distance to top of the nearest capital letter
- 1.6 = distance to top of the nearest lower case letter
- * 50R 1.6 = distance to top of the nearest capital letter from edge of the diamond block
- p = alignment of letter with top of the inner circle of rosette.
- ◇ = alignment of letter with top and bottom of diamond block
- R = recut right inner line
- Strength of frame line:
 - H = heavy
 - A = average
 - L = light
 - F = faint or none

Toppan, Carpenter & Co. BANK NOTE ENGRAVERS, Philadelphia, New York, Boston & Cincinnati

70R

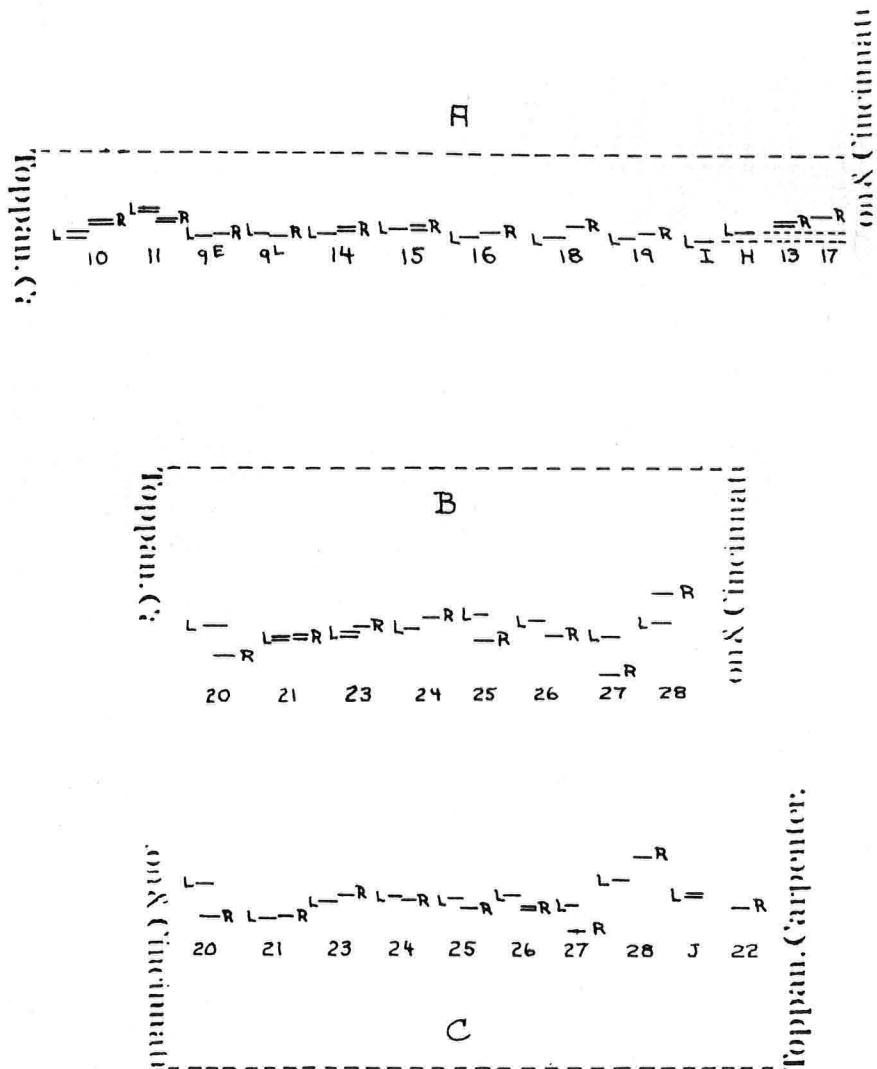


Figure 7. The alignment of left and right imprints on plates 9-19(A) and 20-28(B and C.). The chart actually shows the difference in the alignment of the stamps from the left and right panes with "L" identifying left pane stamps and "R" identifying right, with the imprints positioned as shown. Since we know the stamps were approximately in a straight line across the full plate, the general relationship of the left and right imprints can be deduced. The distance between the L and R for each plate represents the approximate real difference in the alignment of the imprints on an enlarged scale.

On plates 20-28 the imprints appear nearly directly opposite each other. Again, if the left imprint is in a slightly higher or lower position on one plate than it is on other plates, the right imprint of that plate is also nearly exactly the same distance higher or lower, with the exception of 20, 27, and 28 which vary from this general rule by only the length of about 2 letters in the imprint. This peculiarity is shown in Figure 7.

Using this relationship, it appears that pane I is from plate 13 and that pane H is from plate 17. This is, however, speculation based only on the above corrections which are, admittedly, not consistent. This does, however, lend further substantiation to the conclusions that were drawn by T. W. Simpson in making these same tentative assignments based on the "character" of the stamps from these panes.

CONCLUSION

This collector has been interested in the possibilities offered by graphic representations such as those shown in Figures 4 and 5 as an aid in plating

not only S4 and S5 but also S1 through S3. There are many techniques and factors involved in such plating that can be reduced to such graphics which, when properly executed, help to considerably reduce the number of alternative positions to examine in detail from the Chase photographs. Any other collectors who have used this sort of approach, who have similar short cuts for plating, or who are interested in this technique are invited to correspond and share their ideas and knowledge. This collector does not claim to be a plating authority by any means, but is interested in methods and techniques that may help others to discover the fascination of being able to fully identify the plate, pane, and exact position of a plate that was used to print a particular copy of the 3c 1851 or 1857 issues.

STAMP CODE

The shorthand notations used in this section for the 3c stamp of 1851-57 are employed as follows, the code symbol to left of the hyphen and the *Scott's U. S. Specialized Catalogue* number to right of the hyphen:

THREE CENTS: S1-10; S2-11 (including Plate 1 Late orange brown); S3-25; S4-26A; S5-26. S1, S2 and S3 Types are; Type I—recut vertical inner lines at right and left; Type IA—inner line recut only at left; Type IB—inner line recut only at right; Type IC—no recut inner lines.

AUCTIONS

Occasionally, we have considered reporting on unusual items that appear at auction. A beginning was prompted by a note from Mr. Mortimer L. Neinken calling our attention to two outstanding items in Mr. Sol Salkind's auction of February 27, 1974. Both are illustrated here.

The first (Figure 1), bears a 1c Type VA (50R5) which is the only copy of which Mr. Neinken has a record that shows a part of the right plate number from Plate 5. We would be interested in knowing what rate this 4c paid. If the 1c stamp was for a carrier fee to the Worcester postoffice, why wasn't it cancelled with the grid that cancelled the 3c stamp? Is there some connection be-



Figure 1

tween the manuscript cancellation of the 1c stamp and the manuscript obliteration of the townmark?

The second (Figure 2), is a cover with a strip of six of the 10c 1857 perforated stamps from Plate 1 (46, 56, 66, 76, 86, 96L1), showing every type found on the plate (Types III, II, III, IV, IV, I). Unfortunately, one stamp is missing from this 7x rate cover. The lot describer was so taken with this remarkable combination of types that he failed to note the "Via Tehuantepec" endorsement, and this part of the cover did not show in the catalogue illustration. Whoever bought this cover for the stamps received quite a bonus!

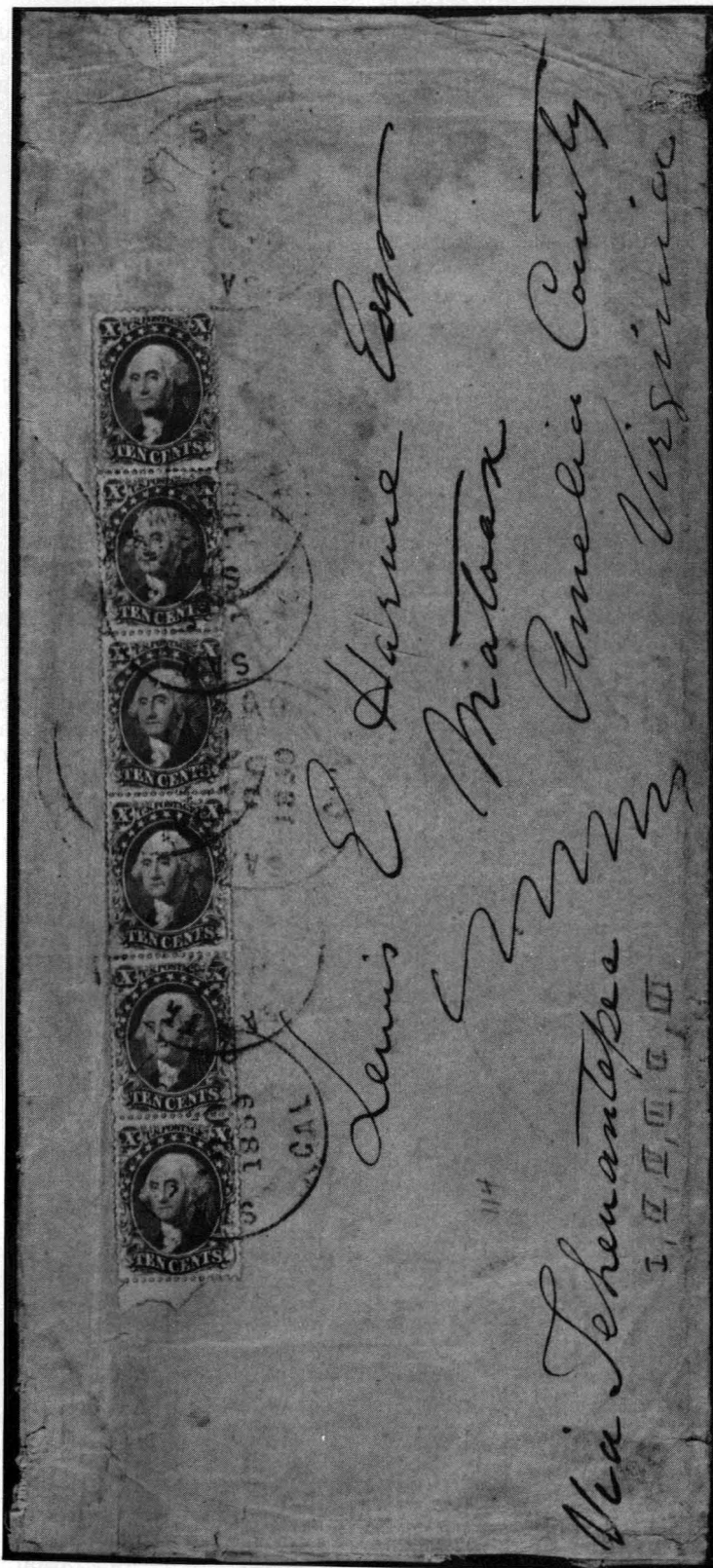


Figure 2

TWELVE CENT 1857 (PLATE 3)

Mr. Walter I. Evans reports a new early date for the 12c perforated stamp from Plate 3 (Scott No. 36b). This cover received the New York townmark on December 9, 1859, seven months prior to the previous earliest reported date of June 1, 1860. The back bears a clear Paris receiving handstamp dated December 20, 1859. The cover has been in philatelic hands for many years (it was part of the 1950 Moody Sale), and Mr. Evans was the first to recognize its significance as the earliest known example from Plate 3.



Borrow with confidence

In any emergency, borrow the money you need at *Edelman's*. Use your collection as collateral and still retain complete ownership. At *Edelman's*, you can obtain quick, confidential loans for any amount up to 80% of the value of your properties — from \$50 to \$50,000 and more. Write today for further information.

Edelman's

301 Old York Road.
Jenkintown, Pa. 19046
(Suburban Philadelphia)

ASHBROOK

SPECIAL SERVICE

I have a few high quality reprints of this excellent philatelic study of covers and stamps. The original service sold for \$700, and was only available to a very few.

This reprint is on bond paper, and the reproduction of the text and photos is superior to the original. This reprint is not to be confused with the inferior copying machine reproduction made several years ago.

PRICE — \$200.00

WILLIAM O. BILDEN

801 Hennepin Ave. Minneapolis, Minn. 55403

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

A FIRST DAY COVER OF THE 1861 ISSUE

CLIFFORD L. FRIEND

For a great many postal historians around the world, and particularly for the student specialists of the United States issues of 1861, a very significant event took place at the Robert A. Siegel Auction Galleries in New York City on June 13, 1973. On that date, the Siegel organization was conducting their 433rd sale in a continuing series which has already passed the 25 year milestone, this particular sale being one of those sales devoted to postal history of the United States. About mid-afternoon on June 13, lot number 940 went under the auctioneer's hammer. Quoting from the sale catalog, which also pictured the lot, the description read "3c deep rose pink (64b). Gorgeous cover. Tied by clear 'Baltimore, Md., Aug. 17.' Earliest Known date on the 3c 1861, matching earliest known date for any 1861 issue. Fine stamp on fresh, neat cover; clear 1861 docketing. A marvelous, matchless Postal History Cover."

Through the kind permission of the Robert A. Siegel organization, we are able to illustrate the face of the cover sold as lot number 940 in sale number 433, this being shown in Figure 1.

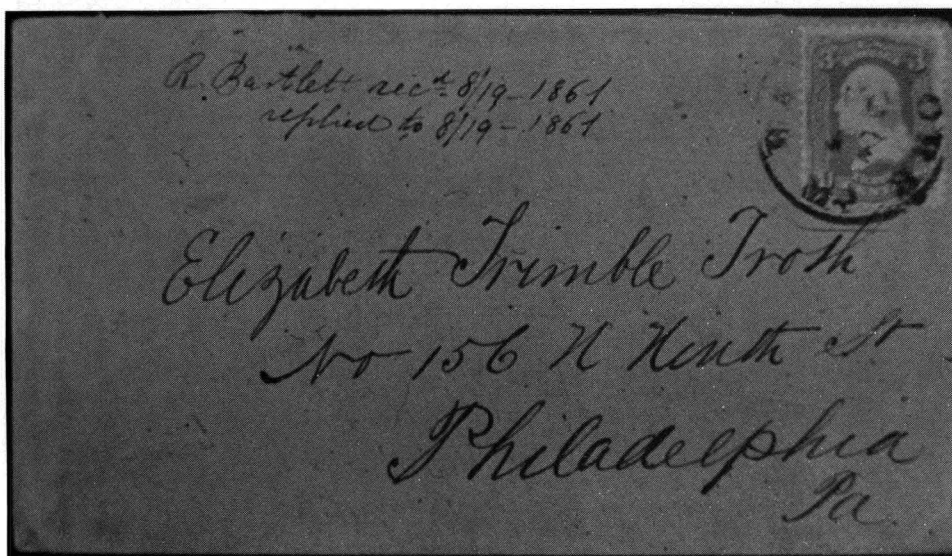


Figure 1. A 3c value of the 1861 issue used on cover from Baltimore, Maryland, in Aug. 17 (1861), addressed to Elizabeth Trimble Troth in Philadelphia, Pa. Type B postmark.

It may be noted that this article is headed to describe this cover as a first day cover, rather than as an "earliest known use," as indicated in the Siegel catalog description. In the opinion of this writer, Figure 1 illustrates what is not only the earliest known use on cover of any 1861 issue stamp, but an actual *First Day Cover* of that issue. Our explanation of this opinion will be given later in this article, but here it should be noted that, according to the Siegel organization, the subject cover was only one item in the "Troth" correspondence collection which its recent past owner retained intact from an original find of many years ago. Other covers of the Troth correspondence included properly used examples of the U. S. 1847 issue, as well as some exceptional Westtown locals. The "Aug. 17-Baltimore" cover had been noted by its recent past owner as being of an earlier use than noted in the Scott catalog and any credit for its

discovery as being the earliest known used cover—a *First Day*—should be assigned to him. This particular gentleman desires anonymity in connection with the sale of his collection by the Siegel organization, and we will respect his wish.

The existence of covers showing use of August 17, 1861 at Baltimore, Maryland, has long been accepted by serious postal historians as being in the realm of distinct possibility. Their belief in this regard was generated by the knowledge that a single used copy, off cover, of the 1c 1861 value existed with a date of Aug. 17, 1861, as part of a Baltimore marking struck squarely and clearly on the stamp. As may be noted, the town postmark was thus employed as a canceller; although against the provisions of the Postal Laws and Regulations, the requirement for separate killers was then being ignored by many offices, so that the short section on the P. L. & R. included in the front of the 1862 *List of Post Offices* contained a reminder concerning the matter.

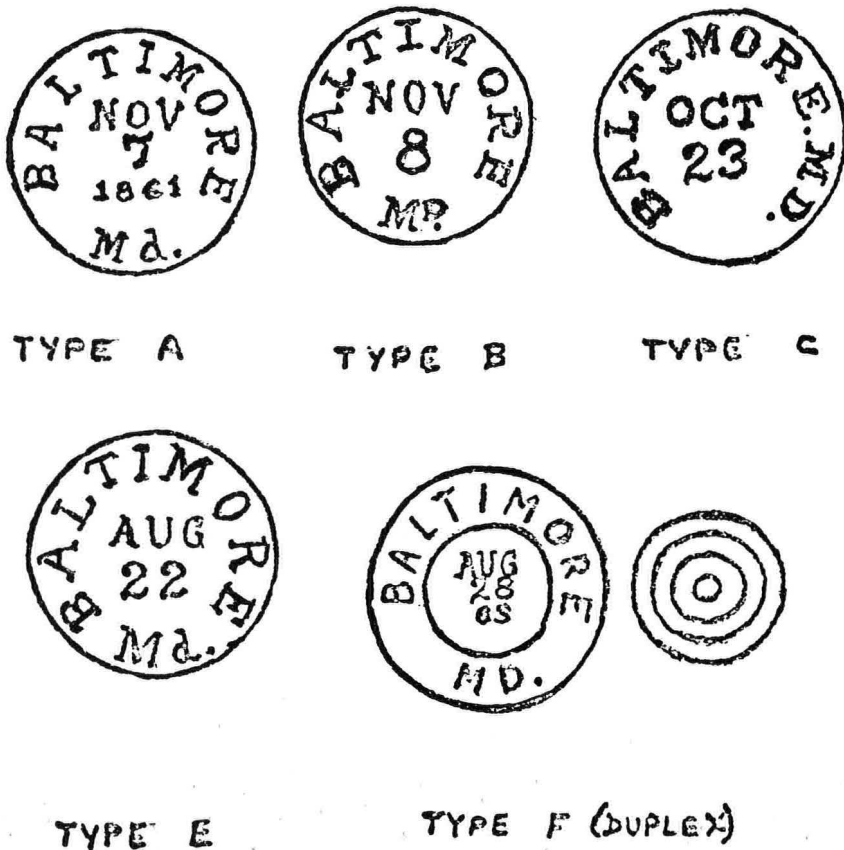


Figure 2. Some of the major Baltimore postmarks used during the period, 1861-1867.

TABLE I

Postal Marking Type	Outside Diameter Measurement	Color of Marking Ink	Known Years of Usage During the 1861-67 period
Type A	30 mm	Blue	1861
Type B	29 mm	Blue	1861-1862
Type C	31½ mm	Blue	1861
Type E	31 mm	Blue	1862
Type F (Duplex)	30 mm	Blue	1863-64-65-66-67

The 1c 1861 stamp with the Aug. 17 Baltimore marking was reported and publicly displayed by Warren DuBois of California as early as the late 1930's. Until lot No. 940 of Siegel's 433rd sale came along, the odds were steadily increasing that an actual *First Day* cover of the 1861 issue would never be known!

The single off-cover 1c 1861 stamp reported by Warren DuBois carries about two-thirds of the full Baltimore postal marking, which, however, very clearly reads "AUG/17/1861." This stamp has been illustrated a number of times in the last 30 years, including in the *Chronicle*. It will be found on page 204 of the November 1971 issue (Whole No. 72), together with a discussion and a sketch of the marking.

In our attempt to pinpoint the year of use for the cover shown in Figure 1, we compared its postal marking with the illustration of the off-cover 1c stamp, which was found to be different in style. This difference can be explained by the fact that more than one marking device was in use at the Baltimore post office during the 1861-67 period. Tracings of some of the known markings of this office are shown in Figure 2. For purposes of identification in this article, alphabetical designations have been assigned to the various postmarks, and the accompanying table shows detail such as outside diameters, colors of marking ink, and approximate years of use in the period 1861-67, as noted on covers seen by the writer.

The 1c 1861 off-cover stamp, postmarked on Aug. 17, 1861, and widely known as the DuBois copy, carries what is shown in Figure 2 as the Type A marking. By the same chart, the postmark on the 3c stamp on the cover shown in Figure 1 is the Type B marking.

In examining the Aug. 17 cover, it may be noted that its docketing legends, "R. Bartlett recd 8/19-1861" and "replied to 8/19-1861" both confirm the 1861 year date of the postmark. When other examples of the Troth correspondence are examined, all seem to be docketed in a similar manner and penmanship. This is particularly evident in the numerals of "1861," and four typical covers of this correspondence with such docketing are shown in Figures 3 through 6. The docketing dates of these covers as well as of the Aug. 17 cover, the shades of colors of the 3c 1861 stamps, and the general format of the Baltimore postmarks, all add confidence to this writer's belief that the cover is an 1861 use, and therefore a true *First Day Cover* of the 1861 issue of U. S. stamps.



Figure 3. Another very early use of the 3c 1861 stamp, used from Baltimore on Aug. 29, 1861, also from the Troth correspondence. Type C postmark.

To add further data, an attempt was made to identify the addressee, Elizabeth Trimble Troth, to whom the Aug. 17 and other covers are directed at "No. 156 N. Ninth St., Philadelphia, Pa." Through the very kind assistance of Mr. William Felker, in charge of the General Information Department of the Free Library of Philadelphia, it was learned that the Troth family lived at 156 North Ninth Street in Philadelphia from at least 1858 through 1873, and possibly into

the early months of 1874. No reference to Miss Elizabeth has been found in the records, all indicating that one Samuel F. Troth was the householder at the address given in 1861. Troth is listed in the Philadelphia directory as being a druggist and/or merchant, conducting his business at four different locations at various periods from 1858 through 1874. Although it cannot be conclusively proven at this time, it seems reasonably certain that Elizabeth Troth was the daughter or sister of Samuel F. Troth. According to Mr. Felker, had Elizabeth Troth been the wife of Samuel Troth, she would probably have been listed as head of the household in at least one of the directories in the years noted, and, as a matter of fact, the cover shown in Figure 6 is addressed to "Miss Lizzie Troth," who, it is assumed, is the same person as Elizabeth Trimble Troth.

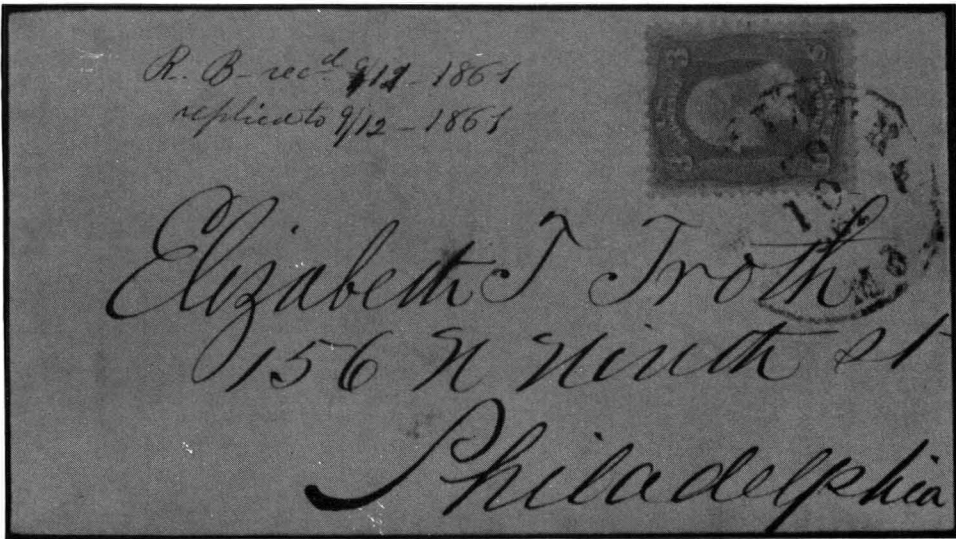


Figure 4. Still another cover of the Troth correspondence, used from Baltimore, Sept. 10, 1861. Type A postmark.

FIRST DAY OR EARLIEST KNOWN USE?

As indicated previously, Figure 1 illustrates what, in our opinion, is the only presently known *First Day Cover* of the 1861 issue, as well as being the earliest known use on cover of that issue. To arrive at this conclusion, it must first be acknowledged John N. Luff was somewhat indecisive as to the actual date of issue of the 1861 stamps in his series in the *American Journal of Philately* (Vol. XI, page 54) in 1898, and his book *Postage Stamps of the United States*, published in 1902. However, the late Stanley B. Ashbrook stated, in the July 1946 issue of the *American Philatelist* (page 865), "The official records of the National Bank Note Company of New York City disclose that the first deliveries of the 1861 adhesive postage stamps were made to the Stamp Agent of the Post Office Department in the City of New York, on Friday, August 16, 1861."

In making this statement, Mr. Ashbrook was referring directly to information previously appearing in *Pat Paragraphs*, written, published and issued by the late and great Elliott Perry, in the February 1932 issue (No. 8). The fact was repeated several times in subsequent issues of the *Pats* noting in the October 1939 issue, "The records of the National Bank Note Company however, do not show any deliveries until August 16th, and the delivery on that day was Order No. 1." In December 1942, Perry made a nearly identical statement, except for noting that Order No. 1 included all eight values of the 1861 stamps.

In his "History of Preparation of the U. S. 1861 Stamps," a paper read before the Collectors Club of New York, the late Clarence Brazer added further information on June 4, 1941. The paper was subsequently published in the July 1941 issue of the *Collectors Club Philatelist*, and included the wording of the six year contract made between the Post Office Department and the National Bank Note Company in 1861 for the printing of the new stamps to be issued

that year. This contract specifically called for the stamps to be delivered to “the Agent of the Department at New York.”

To complete the picture of the transfer of the stamps to the Post Office Department from the Printer, and then on to the various post offices, it is then quite certain that the earliest date on which the Stamp Agent at New York City could have had any 1861 stamps in his possession to allot to post offices was August 16, 1861. At this point it seems desirable to review briefly the method used to transfer the stamps from the Stamp Agent to the post offices. As always with any form of securities or other valuables, it was necessary that some method of accounting be set up. As we understand it, the procedure was that postmasters would order required stocks of stamps from the Third Assistant Postmaster in Washington, using the form shown in Figure 7. As noted on the form, it was recommended that about three months’ supplies be ordered at a time. Apparently, upon receiving the order, it was entered, and the Stamp Agent at New York—or wherever the printer of the stamps was located—was ordered by Washington to ship the required amounts of each denomination directly to the postmaster ordering them. Figure 8 shows the postmaster’s portion of the bill of lading. This portion accompanied the stamps, and included a receipt which was signed, torn off, and returned to the office of the Third Assistant Postmaster General in Washington, presumably so that Auditor’s accounts could be made and other appropriate records kept. The form shown in Figure 8 notes the total value of the stamps sent, but does not list out the denominations or amounts of each, although it might be guessed that the returned receipt portion did list these out in detail.

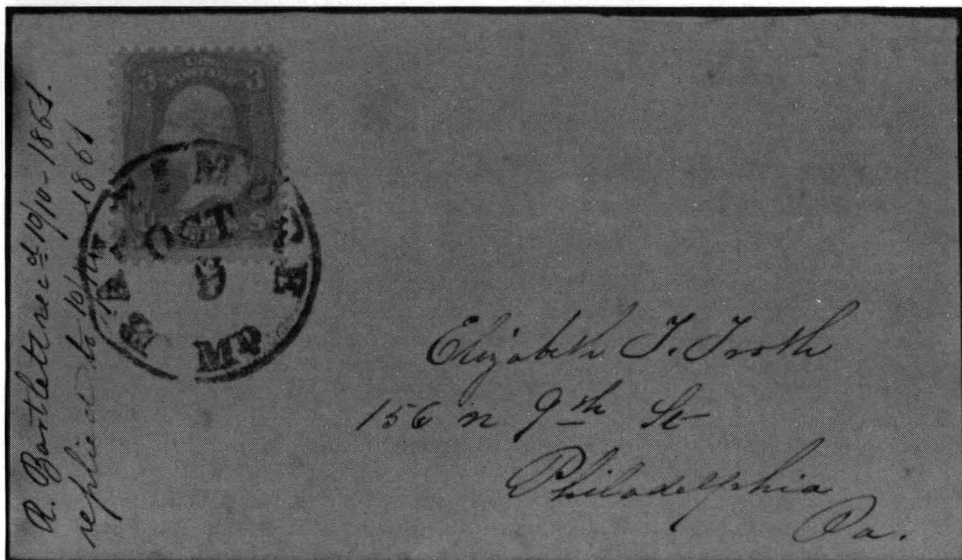


Figure 5. From the Troth correspondence, used from Baltimore on Oct. 9, 1861. Type B postmark.

Considering the delays, documented elsewhere and at length, in getting supplies of the 3c stamp of satisfactory ink and color quality into production, and the fact that the previous Toppan, Carpenter & Co. contract had expired, and that the Post-Office Department, not wishing to have excess supplies of the 1857 stamps on hand, had let 1857 stamp supplies get very low in August 1861, it seems probable that many post offices were out of stamps. Undoubtedly, the Stamp Agent had numerous large orders for stamps on hand, to be filled as soon as stamps were available to send. But, as Elliott Perry noted in his *Pat Paragraphs*, No. 43, page 1369, “The facts are that distribution of the 1861 adhesives to post offices began on August 16, 1861, and therefore no post office received, or could have received, a supply before the 16th of that month.”

The next important piece of documentary evidence to consider in logically establishing August 17, 1861, as the earliest possible date for use of the new series of adhesive stamps of 1861 was the circular letter of the Third Assistant Postmaster General, which was sent to all post offices during the first few days of August 1861. Through this communication, Mr. A. N. Zevely instructed all post offices "to give public notice through the newspapers and otherwise"—whatever "otherwise" meant. (The letter also included the details of the six day exchange period, during which either the old or the new stamps were acceptable, which has been written up extensively as the demonetization procedure.) Obviously, any public announcement could only be made after the new stamps had safely arrived at an given office.

With Mr. Zevely's instructions in mind, had any post office received the new stamps during the course of the business day on August 16th, it seems hardly plausible for that post office to still have time *during the same day* to give public notice that the stamps were available for purchase. But it should be noted that there was really nothing to keep the post office from *selling* the new stamps to any customer with letters to mail who requested stamps. In fact, had the particular post office actually been out of stamps, or at least out of the lower values, then it would have been forced to sell the new stamps.

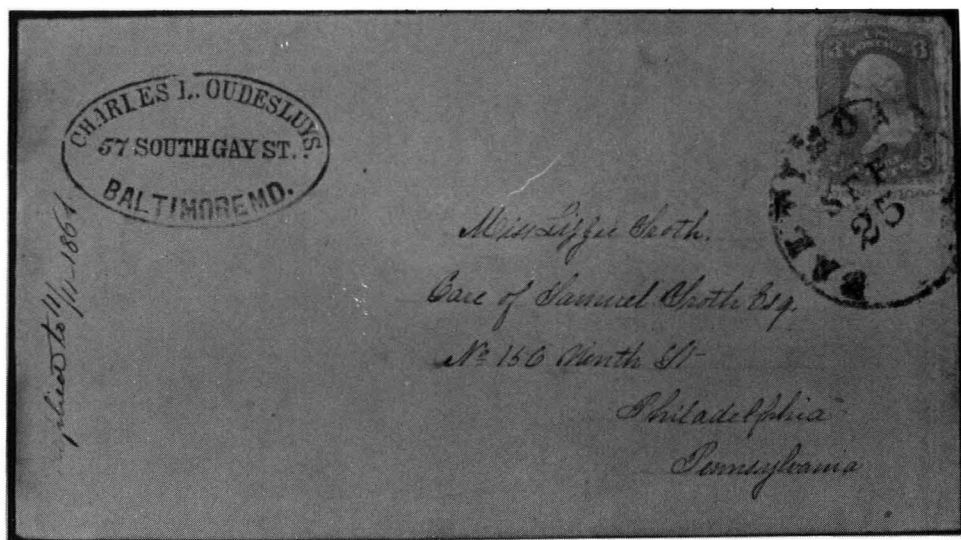


Figure 6. From the Troth correspondence, but from a different Baltimore source than the previously illustrated covers. Used on Sept. 25, 1861. Type C postmark.

It has been established that August 16, 1861, was the date of delivery for the new 1861 issues to the Stamp Agent at New York City, from the National Bank Note Company. Because of the events that followed within a 24 hour period, it is safe to assume that the Stamp Agent received the supply of the new stamps at a very early hour at the start of a business day, and then subsequently employed the services of the existing railroad companies to transport the stamps out of New York City, thus filling orders for stamps on hand from major post offices in areas loyal to the northern cause. (Although Baltimore had been the scene of an attack on Federal troops passing through the city in the spring, by the time the stamps were issued, Baltimore was considered to be held strongly by the Northern interests.) Even in 1861, it would not be difficult to transport the stamps to Baltimore in time to place the ad in the newspapers for appearance on the 17th. In *Pat Paragraphs* No. 6, page 115, Elliott Perry quoted both the notice and a report of what happened, the former appearing on August 17, 1861, and the latter appearing the following Monday, the 19th, in the Baltimore "American and Commercial Advertiser."

POST OFFICE NOTICE

The public are hereby notified that the Postmaster at Baltimore will be prepared from this date to Exchange ENVELOPES and STAMPS of the new style for an equivalent amount of the old issue, up to THURSDAY, the 22nd, instant, after which the old issue will not be received in payment of letters mailed at this office.

WM. PURNELL, Postmaster
Baltimore, Md.

au 17-t22

Post Office at _____,
County of _____,
State of _____,
(DATE:) _____, 186

THIRD ASSISTANT POSTMASTER GENERAL:

Please forward for the use of this office the following Postage Stamps:

..... Two-cent	\$		
..... Three-cent			
..... Five-cent			
..... Ten-cent			
..... Twelve-cent			
..... Twenty-four-cent			
..... Thirty-cent			
..... Ninety-cent			
Total	\$		

And the following Stamped Envelopes:

..... Two-cent, letter size, No. 2	\$		
..... Three-cent, note size, No. 1			
..... Three-cent, letter size, No. 2			
..... Six-cent, official, No. 3			
Total	\$		

....., Postmaster.

Amount of stamps on hand at this date	\$	_____
Amount of envelopes on hand at this date ...	\$	_____
Average monthly sales of stamps		_____
Average monthly sales of envelopes		_____
	\$	_____

The Postmaster will order a sufficient supply for three months from the date of this order, of such denominations only as may be required for use at his office; and in all instances, when ordering Stamps and Stamped Envelopes, he is required to use this form and to fill the blanks at the bottom of this order.

A. N. ZEVELLY,
Third Assistant Postmaster General.

Figure 7. Form used by postmasters in the 1860's to order supplies of stamps and postal stationery from the Post Office Department.

This ad ran from the 17th through the 22nd, but on and after the 19th, the following paragraph was added:

The smaller Post Offices in the neighborhood can exchange their stamps up to September 17, 1861.

On Monday, a report of the Saturday events at the post office appeared, as follows:

EXCHANGE OF POST OFFICE STAMPS.—On Saturday, the stamp department of the Baltimore Post Office was literally besieged with crowds of persons anxious to exchange the old style stamps for the new ones now issuing by the Department. Several extra clerks were required to attend to the demands, as some of the claimants had large quantities of stamps with them. All persons holding them should have them promptly exchanged, otherwise they may lose their value. Mr. Purnell, by way of accommodation, has extended the time of exchange for the smaller post offices to the 17th of September.

It is of interest, that of all the stamps purchased at Baltimore on August 17, 1861, but a single loose stamp and a single cover with a stamp have survived of those *used* on that day.

The advertisement indicates the pattern of distribution known to have been followed, in that for the most part larger offices were supplied at first, and the smaller surrounding offices were instructed either to order from the Department or to exchange with the local larger offices.

Few major post offices could have received their stamps in time to have placed their notices in the local papers to appear on Saturday, the 17th, and of those which could, apparently Baltimore is the only one that did. Baltimore is but 200 miles by rail from New York, and of the intervening cities which undoubtedly also received shipments of stamps late on the 16th, Philadelphia did not place notices until the 18th and others, located elsewhere, were on the 18th or later.

When the Stamp Agent received the initial supply of stamps from the National Bank Note Company, the closest major post office was, of course, New York City. Strangely, the New York postmaster, William B. Taylor, did not make

Postage Stamp Agency,

Postmaster at Park Mills Co. New York, Sept. 1862.

SIR: I send, herewith, a parcel of postage stamps amounting to \$ 13.
Upon receiving them you will please date, sign, and transmit the annexed receipt to the Third Assistant Postmaster General, at Washington, D. C.

If any parcel of postage stamps be damaged, the Postmaster will sign the receipt for the whole amount of the parcel, and having written across the face of the receipt the number and amount of stamps unfit for use, he will return such, together with the receipt, to the Third Assistant Postmaster General, who will give credit for the amount returned. But if the damage be total, the entire parcel should be returned with the receipt not signed, that a parcel in order may be sent in place of them.

All applications for postage stamps or stamped envelopes must be addressed to the THIRD ASSISTANT POSTMASTER GENERAL, WASHINGTON, D. C. In no case to the Agency at New York!

POSTMASTERS ARE EXPECTED, in each case, to order what, upon a careful estimate, may be deemed a sufficient supply of the various kinds of stamps for three months; and they are required, in every instance, to write the name of the Post Office, County, and State, plainly, at the head of their orders, which should be signed by the Postmasters themselves, and relate to no other subject whatever.

Very respectfully,

DANIEL M. BOYD,

Agent.

Figure 8. Bill of lading accompanying shipment of stamps from the Stamp Agent at the National Bank Note Company, New York. The bottom portion of the form has apparently been torn off, as required by the instructions, and returned, signed as a receipt for the shipment of stamps.

any announcement of the new stamps being available for exchange until Monday, September 16, 1861. According to the late Morris Fortgang, in an article in *Stamps* magazine of December 1, 1956, the New York post office did receive supplies of the stamps on Sunday, August 18th. We have no reason to explain the "two day lag" in delivering the first supplies of the stamps to the New York post office. Again, we turn to Elliott Perry to tell us why the publishing of the notices regarding the exchange of the old stamps for the new was delayed until September 16, 1861. In *Pat Paragraphs* No. 47 (April 1945) Mr. Perry quoted the following series of newspaper notices:

Postal

The Postmaster will not be prepared to exchange new postage stamps for old ones before Monday or Tuesday of next week. The order issued relative to fancy envelopes does not include any of the infinite variety of patriotic Union envelopes, but simply those of an obscene or personal character. The number of letters addressed to Southern States continues to be quite large notwithstanding the notice that all such are forwarded to the Dead Letter Office at Washington. On Saturday 69 were received and on Sunday, 5.

(*Tribune*, Aug. 20, 1861).

POSTAGE STAMPS.—The new stamps will be ready for delivery on or about Sept. 1, after which time six days are to be allowed for exchange. The Postmaster received a large number of the new stamps a week since; but as his supply was thought to be insufficient, it was deemed prudent to wait until the printers might be able to produce three millions for the New-York office, and then publish the fact of his readiness to adopt the new postal token.

(*Times*, Aug. 25, 1861).

Perry then noted that the supply of stamps mentioned as being received "a week since" was evidently from Order No. 1 (Aug. 16th) and Order No. 2 (Aug. 17th), which deliveries totalled 7,592,360 stamps. The next delivery was Order No. 3 on August 20th. He then quoted still more notices:

Postage stamps.

The new postage stamps, of which the Postmaster has received a large but insufficient supply, are to be issued on the 1st of September or shortly thereafter, provided at that time there shall be three millions of them in the New York Post Office. The Postmaster thus delays the utterance of the new tokens of postal payment from a sense of justice. As the stamps now in use will be worthless six days subsequent to the appearance of the new stamp, it has been deemed advisable to postpone the day of issue until such time as the Post Office shall have on hand an inexhaustible stock. The printers are busily engaged, and are producing a million daily. The distributing offices throughout the loyal States have received the new stamp, which is already in use in some quarters.

(*Tribune*, Aug. 26, 1861)

THE NEW POSTAGE STAMPS

New York has barely a million stamps, as her share of the new stamps, and the Postmaster desires to begin with at least three millions. Consequently, notwithstanding the printers are very busy, the new stamps cannot be exchanged before the end of the week. Meantime, the public should not forget that the stamps now in use will be worthless within a week from the time when the Postmaster sends forth the first stamp of the new design. It is scarcely necessary to add that the new stamp will be worthless in the rebel states.

(*Times*, Sept. 1, 1861).

Actual use of the new stamps could have occurred at the New York post office prior to Sept. 16, 1861, had a person procured such a stamp at some other location where they were available, and then carried the stamp into New York to be used on a letter mailed from that office. However, the sequence of newspaper notices quoted by Perry and again, above, seems to preclude any chance that the new stamps were available anywhere other than at Baltimore prior to Aug. 18, 1861.

For this reason, I believe that the August 17, 1861 uses of the U. S. 1861 stamps from Baltimore represent, not only the earliest known use, but what is actually a First Day of issue, so that the cover shown as Figure 1 represents the first recorded *First Day Cover* of the 1861 issues.

Now that the first First Day Cover of the 1861 issues has attained its place in postal history annals, we are reminded that the complete record of all the post offices which received stamps from the shipments from Order No. 1 has

still never been assembled. It must be assembled from newspaper notices and these can be found in microfilm records of early newspapers in large local libraries. Just another challenge facing the serious student of the 1861 issues! Meanwhile, any comments relating to the data and comments made in this article should be forwarded to the writer at 8081 Aquadale Drive, Youngstown, Ohio 44512.

BIBLIOGRAPHY

- Ashbrook, Stanley B., "Special Service." Several issues, privately published by Mr. Ashbrook during 1951-1957.
- Baker, H. J. and J., "Baker's U. S. Classics." Published by H. L. Lindquist in *Stamps* magazine during 1962-68.
- Brookman, Lester G., *The United States Postage Stamps of the 19th Century*, Volume II. H. L. Lindquist Publications, Inc., N. Y., 1966.
- dos Passos, Cyril F., "The Case of the Premieres Gravures of 1861," *Essay-Proof Journal*, April 1944, Vol. I, No. 2.
- Fisher, Larry S., "First Day Cancelled 1 cent Issue of 1861," *First Days*, November/December 1967 issue. Published by the American First Day Cover Society.
- Goodwin, Frank E., *The 1861-1868 Issue of United States Stamps*. Published by the Geo. W. Linn Co., 1914.
- Luff, John N., *American Journal of Philately*, Volume XI. 1898. *Postage Stamps of the United States*. Published by the Scott Stamp & Coin Co., 1902.
- Meyer, Henry A., and Graham, Richard B., "The 1861-1869 Period," *The Chronicle*. Published by the U.S.P.C.S., 1963-1973.
- Perry, Elliott. *Pat Paragraphs*. Several issues, privately published by Mr. Perry during 1931-1958.
- Scott Publishing Co., *United States Stamp Catalogue—Specialized*. 1973 Edition.
- York, Norton D., "The Initial U. S. 1861 Issue," *The American Philatelist*. Vol. 74, No. 10, July 1961. Published by the A.P.S.
- Personal correspondence of the author with Robert A. Siegel Auction Galleries, and the Free Library of Philadelphia, 1973.

EDITORIAL

From time to time, the Period Editor notes auction descriptions which include interpretations of rates or markings, or include other comments we believe to be misleading in describing a usage or the rarity of a cover or stamp. It should be understood that such descriptions are quoted in these pages primarily to remind our readership that they should do their own interpretations as far as possible, which can often be done very well indeed if the auction lot description does completely and correctly describe the item. The auction lot descriptions following have been culled from both recent and ancient catalogs issued by auction houses famous or obscure, but in all cases, not identified. We do not intend that our comments be taken simply as criticism of auction describers; we, too, get carried away a bit at times and also make mistakes.

Each description quoted is followed by our reasons for including the particular item herein, with, perhaps, a few comments.

596 (Cover symbol) A possible Union POW cover, pmkd. CDS "Old Point Comfort, Va. Sep 9" S/1 "Due 3" to Cuba, N. Y. Blue dbl-line "Cuba, N. Y. 1864" Mss. "Soldier's letter, J. B. Guin, Chaplain" VF.

This is actually a normal soldier's letter, with a soldier's letter certification signed by a chaplain, the regiment or military organization of which should have been given, as required by regulations. There is absolutely no reason, based upon the description of the cover, why it could be considered a possible POW letter. Actual POW covers, which were exchanged at Old Point Comfort, normally bear censor markings and certainly should have some indication of a southern origin before any such claim could be made. In 1864, literally thousands of letters from soldiers of Grant's army were mailed at Old Point Comfort daily, and many of these were certified as such so that they could be mailed collect.

The next three lots are only quoted in part, and all three describe covers bearing types of the "U.S. Ship" marking.

587 (Stamp) U. S. Ship. Clear double circle. . . . on 3c Deep rose (65) . . . One of the pmks. used at the Union Naval Hdqrs. at Ship Island. . . .

303 (Cover) U. S. Ship. Bold Str. Line ties 3c rose (65) . . . "Philadelphia, Pa. July 1863" pmk . . . Fine example of Civil War Naval Mail from the Atlantic Blockading Fleet."

304 (Cover) U. S. Ship. Bold strike, 3c Rose (65). Tied by "Phil'a Pa." small circle.
Naval mail from Atlantic Blockading Squadron. . . .

The Period Editor has been engaged in a study of the U. S. Ship markings for nearly twenty years, and these descriptions imply data upon which the writer has speculated in print, but not with the confidence or authority implied by the descriptions. We believe it possible that these markings were struck by route agents assigned to Army or Navy despatch and headquarters vessels, but no *proof* is known to us. The marking on the loose stamp, known to us as the "double circle U. S. Ship with moustache" has been recorded as having been used from both army and navy personnel and from both Atlantic and Gulf coasts under blockade, during the Civil War. It may have at times been used on covers from members of Admiral Farragut's West Gulf Blockading Squadron, during the occasional periods when the U. S. S. *Hartford* was anchored off Ship Island. It was frequently used from other locations, and on army mails.

The "Philadelphia" straight line "U. S. Ship" usually is found on covers from members of the South Atlantic Blockading Squadron, but the marking has been recorded on a very few covers originating at other locations, such as the West Indies, or Venezuela.

723 3c deep rose (65) . . . to Army Officer at Yorktown, Va., docketed Apr. 19, 1864, very early use after Union occupation of Northern Va. . . .

The first "occupation" of the Yorktown area occurred during McClellan's Peninsular campaign in 1862, except that nearby Fort Monroe was held by the Federals throughout the war, as was Hampton Roads and, after May 10, 1862, Norfolk.

The next two descriptions quoted make the same somewhat misleading comment.

49 3c Rose (65), fine, cancelled by blue grid, not tied. Cover pmkd. SIR JOHN'S RUN B. & O. R. R. CO., Sep. 22, 1864 in blue oval on very fine cover. Unlisted in *Remele*.

308 B. & O. R. R. Co., Sir John's Run, Feb. 1863. Bold oval . . . Free Frank of Congressman, Sandy Spring, Md., on immaculate cover to Washington. Extremely fine and rare, (not in *Remele*) . . .

Not only is the Sir John's Run B. & O. R. R. marking not listed in *Remele*, it is not listed in *Scott's Specialized Catalog*, *Webster's Dictionary*, *The Encyclopedia Britannica* or several other equally worthy publications only slightly less appropriate than *Remele* in which to locate U. S. Railroad markings bearing U. S. stamps of the issue of 1861 or later, or with postmark dates after 1861. It is believed that both of the auction houses concerned still have stock of the Towle-Meyer book, *Railroad Postmarks of the United States, 1861-1886*, but if not, no doubt our society has a few of these remaining in stock, from publishing the book a few years ago.

In the second lot, the reference to the cover bearing the "Free Frank of a Congressman, from Sandy Spring, Md." was incorrect, as we found upon examining the cover, which we had the privilege of doing. The inscription actually reads, "Edwd Stabler, P. M./Sandy Spring, Md./Free" and the cover contains a letter datelined (in Quaker date form) Monday, Feb. 24, the date of the postmark on the cover being a Tuesday. The letter explains the circumstances of Stabler's being at Sir John's Run, rather than at his home office of Sandy Spring, which was well known for its Quaker date postmarks. Stabler was a well known Quaker and postmaster, serving in that post at Sandy Spring for over 50 years.

The Period Editor could go on and on, with similar descriptions, but there is little point in doing so. Again, we wish to emphasize—it is the auction house's responsibility to correctly describe the stamps, covers, etc. as to markings, condition, etc., and we believe there is a great deal of effort given to this. But the potential buyer should read interpretive parts of descriptions with a grain of salt. Auction lot describers do not have much time to devote to research or even looking up data from books at hand, and are hence sometimes prone to guess. It is also easy to use the wrong catalog or reference works, as we have noted above.

R. B. Graham

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

INTERCONSULAR COVERS

Covers and markings from the U. S. consular post offices in the Orient have always been a subject of collector interest. From the late 1860s through the end of the classic period, the U. S. ran its own post offices in China and Japan. Covers that passed from these overseas offices to or through the U. S. mainland are most unusual, and comprise an interesting adjunct to any U. S. collection. The 1869 stamps appear on a good number of such covers.

Much less common, but even more interesting, are covers that passed from one consular post office to another. I call these interconsular covers. They are very scarce. I haven't kept a list of them, but don't recall seeing half a dozen, in many years of collecting. Two such are illustrated herewith, both showing 1869 stamps. Figure 1 shows a 3c 1869 cover used between two different U. S. post offices in Japan. Figure 2 shows three 2c 1869 stamps, on a cover from China to Japan.

The rates these covers represent have never been confirmed by official documentation. There are no Holbrooks, no postal treaties, no contemporary records whatever to confirm the use of these particular rates between these destinations. All we have is the evidence of the covers themselves. But your editor is not alone in believing that, in most cases, covers are the best evidence.

THREE-CENT RATE WITHIN JAPAN

Consider the 3c cover shown in Figure 1. It is generally accepted that a 3c rate prevailed between the various U. S. consular post offices within Japan. This 3c rate was written up by Richard Graham on page 162 of *Chronicle* No. 64. Several examples were illustrated, including a double-rate cover showing three 2c 1869 stamps.

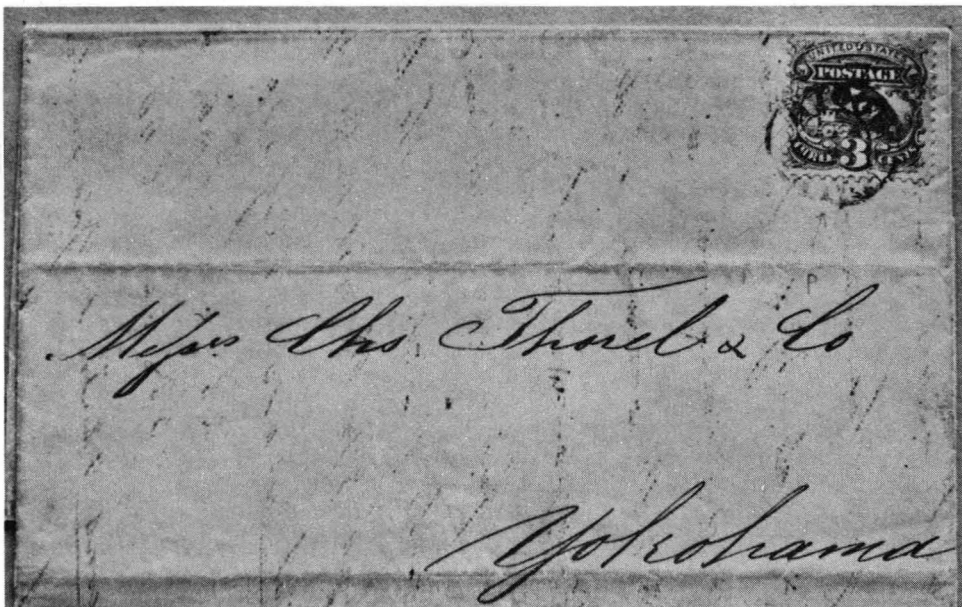


Figure 1. Three-cent 1869 stamp used from Hiogo (Japan) to Yokohama. An interesting showing of the 3c interconsular rate, and the only 3c 1869 cover known with a Hiogo double-circle cancellation.

Figure 1 shows yet another example of this 3c interconsular rate. Here we have a 3c 1869 stamp used on a merchant's folded letter from Hiogo (Japan) to Yokohama. Business firms seem to have been heavy users of the U. S. con-

sular post. The letter within, written in German (this is not uncommon for these covers), is dated July 15, 1870, and concerns mercantile matters—mainly the trade in arms and ammunition, which was suffering.

The 3c 1869 is tied by a good strike of the Hiogo double circle cancellation, a marking that has been the subject of much controversy. The Hiogo double circle is fairly common on off-cover singles, especially on the 10c 1869. But it is scarce on cover. For a write-up of some of the covers that bear this marking, readers are referred to the October 1971 issue of *Japanese Philately*. Your editor has been assembling information about this marking for some years, and will write it up if ever he reaches a conclusion about it.

The cover shown in Figure 1 is genuine in every respect. It comes from the Thorel correspondence, a find of Japanese business letters made many decades ago. This cover was briefly mentioned in an early issue of *The Collectors Club Philatelist* (January 1932, page 13). It subsequently passed through the hands of Stanley Ashbrook, who pronounced it genuine. And it has a certificate from the Philatelic Foundation. It is a very fine showing of the 3c interconsular rate that prevailed between the various U. S. offices in Japan during this period. The fact that this rate has not been confirmed through official documents should not lead us to deny its existence. It only suggests that the documents have yet to be found.

This is the only cover I have ever seen bearing a 3c 1869 with a Hiogo double circle cancellation. I would be most interested in examining others that might exist. The Hiogo double circle is known on several covers bearing the 2c 1869, and on covers with the 10c 1869 (one of which also has a blackjack), though I have never examined any of these personally.

SIX-CENT RATE BETWEEN CHINA AND JAPAN

The cover in Figure 2 presents more of a problem. No question but that it is genuine. The question is: What rate did it pay?

The cover shows a vertical strip of three 2c 1869, not tied, used from Shanghai to Nagasaki. It bears a merchant cachet and a fair strike of the Shanghai consular circular, dated SEP 20. The stamps are obliterated by three strikes of the broken six-wedge killer that we know was used at the Shanghai consular post office during 1870 and 1871. This was the same marking used to show that the 24c 1869 stamp was used at Shanghai; see *Chronicle* No. 81.

In terms of the rate paid, this cover can be explained in several different ways. The most likely explanation is that it is a single-rate cover, showing a 6c rate that applied between U. S. offices in China and Japan. This conclusion grows mainly from the evidence of the covers themselves. In this case the cover evidence is negative, but still persuasive. Your editor has never seen a cover showing a 3c stamp, whether a '69 or a banknote, used between China and Japan. But a number of 6c covers exist, of which Figure 2 is a very nice example. Only one other 1869 cover shows this rate (to my knowledge), and that is a cover bearing a pair of 3c 1869s from Nagasaki to Shanghai. This cover, which was in the Knapp collection (second sale, Lot 1685), indicates that the 6c rate worked both ways. I have never seen this cover, but don't doubt its authenticity. If ever it were joined with the cover shown in Figure 2, the pair would make a commendable display. Other 6c-rate China-Japan covers also exist, with banknote stamps.

In further support of the six-cent rate, I have before me a letter from Stanley B. Ashbrook, dated October 27, 1944. Ashbrook got to see more good covers than most of us will, and he always had a special interest in the Pacific mails. His opinions on this question, even if never published, should not be taken lightly. Speaking about the interconsular rates during this period, he wrote: "I think I am right in my guess that to points in Japan by U. S. mail the rate was 3c. To China, i.e., Shanghai, it was 6c, and to or from the U. S. it was 10c."

On the basis of the evidence that now exists, your editor's conclusion is the same as Ashbrook's. A 3c rate (Figure 1) prevailed between the Japanese offices, and a 6c rate (Figure 2) prevailed between these offices and China. As always, the appearance of more covers would help clarify things. Documentary evidence may also exist. Can anyone lend assistance?



Figure 2. Three 2c 1869 stamps, on cover from Shanghai to Nagasaki, showing the 6c interconsular rate between China and Japan. Not too many covers exist with this rate; thus it is still subject to debate.

THE SUPREME COURT COVER

Illustrated as Figure 3 is one of the most interesting 1869 covers this editor has ever examined. Collectors of 1869 covers know it as the Supreme Court Cover. It has challenged many postal historians, and it has always won. Credit for much of the write-up that follows goes to Paul Rohloff, though if it's incorrect, the blame falls on your editor. The analysis is incomplete, but that's no one's fault; it's a tough cover.

Originally addressed to France, the cover in Figure 3 was posted in Washington, D. C., on December 4, 1869. The envelope bears the imprint of the Supreme Court of the United States. The Washington circular date stamp, which may not be clear in the illustration, falls over the "United" in the Supreme Court imprint. (This cover bears such a profusion of markings, struck in many different colors and intensities, that it is difficult to reproduce in black and white, in a way that gives equal weight to all its different features. Thus I am forced to describe each of them in some detail.) The Washington circular date stamp shows "DEC 4"; the quartered cork killers, obliterating the stamps, were also applied at Washington.

This cover was originally addressed to Paris, and then forwarded from there. "Paris, France," even though crossed out, shows clearly at the right bottom of the envelope.

The 15c rate to France, which went into effect back in 1857, was still current, though it was to expire four weeks later, on the last day of 1869. Covers showing this rate are fairly common, especially with 5c Jeffersons or 15c Lincolns. They are less often seen with the 1869 stamps, since the 1869s had a limited period of use, and the 15c rate expired in the middle of it. The pair of 3c 1869s on this cover, plus the 10c, represent a 1c overpayment of the 15c rate.

As is well known, rates to France during the 15c period were computed per quarter ounce. This was just one of the peculiarities of the French mails. Most other nations, during the 1869 period, had a basic rate of $\frac{1}{2}$ ounce. The French mail rates, being an exception to this rule, were a continuing source of confusion. They are to this day.

At the exchange office in New York, this cover was found to be overweight. It should have borne 30c, paying two rates. Here too the convention with France differed from the norm. Ordinarily, if one or more rates were paid

on an international cover that turned out to be overweight, the paid rates still counted; the recipient had only to make up the deficiency (and sometimes a fine). But on covers to France, unless the full amount was paid, none of the postage counted. Such part-paid covers were treated as completely unpaid.

This is what happened to the cover shown in Figure 3. The New York exchange office, finding the postage deficient, stamped the cover with the one-line INSUFFICIENTLY PAID marking, applied diagonally over the original address. This was the marking ordinarily used on covers to nations where payment of individual rates was allowed. Realizing that the phrase "insufficiently paid" was inadequate to the cover in Figure 3, the rating clerk took the extra step of striking out the postage stamps with three pen lines: his way of indicating that the stamps didn't count. The cover was then struck with the New York circular debit "24" marking (the marking is black, of course, and reads DEC 7; the debit 24 is just above the "DEC 7", below the "United" in the corner imprint). The debit 24 is commonly seen on *unpaid* double-rate covers to France during this period. It indicates that the U. S. expected to be reimbursed 24c for its share of the postage to be collected in France, and shows that the cover crossed the Atlantic by a packet service under contract to the U. S. post office. (For details, see Hargest, Chapter 4 and article in 1972 Congress Book.)



Figure 3. The Supreme Court cover, among the most challenging of all 1869 covers. It was sent from Washington to France, then forwarded to Germany.

When the cover reached France, the Cherbourg marking was applied (18 DEC 69), tying the 10c stamp. The bold black 16, struck over the left-hand 3c stamp, was also applied, indicating 16 decimes (30c) to be collected from the French recipient. The letter was then delivered in Paris, in the care of what appears to be a "Doctor Litchfield", address scratched out. The original addressee (apparently "Mr. E. M. Lusman") had left town. Dr. Litchfield paid the 16 decimes and took possession of the letter. He struck out his name and the French address, and added the German address ("3 Eckhof Platz, Gotha, Allemagne"). Since he'd already paid 30c to receive a letter that wasn't his, we can forgive him for scratching out his name so thoroughly and for not adding any more postage to the cover. What he did, instead, was throw the forwarded envelope back in a mailbox, presumably in the Paris district served by the Place Madeleine post office, whose black circular date stamp (also December 18) shows clearly at the upper left.

This office also added two strikes of the rectangular "Trouver à la Boite" lozenge, which means just what the words imply; that the cover was "found in

the box." My limited understanding is that this marking was often applied to forwarded covers such as this one, to indicate that the French postage due—represented by the bold "16"—had already been collected. At least, this was one of its uses. The fact that an extra strike of the marking was applied directly over the "16" seems to confirm this.

Whatever the case, the cover was sent on to Germany as unpaid. When it reached Gothenberg, it was quite well marked up, and must have posed a problem for the man who had to re-rate it. The bold "16" still remained, suggesting that 16 decimes (12 silbergroschen in German currency) was still due. Using light blue crayon, the German clerk crossed out the "16", to assure that the recipient was not dunned this many silbergroschen, which would have been something over 42c. The next problem was to determine what *should* be collected. After an illegible false start—the very light crossed-out 6 (?) at lower left—the rating clerk came up with the sum of 13 silbergroschen, which appears in light blue numerals over the Washington circular date stamp. This is around 33c, and how the German clerk arrived at it we can only conjecture. One possible solution (out of several) is that the rating clerk assumed the 16 decimes were still outstanding. This he correctly converted to 12 silbergroschen, to which he added one more for local delivery. I hope that collectors more knowledgeable than myself in this area can suggest a better interpretation, because I am far from happy with this one.

Whatever the final explanation, what we have here is a most remarkable cover, quite graphically illustrating some of the major difficulties presented by the French mail arrangement that prevailed throughout most of the classic period. The sender spent 16c when he mailed this cover; the forwarder paid 30c just to take fleeting possession of it; and the recipient paid another 33c when the cover finally reached him. Total postage paid: 79c. Good testimony to the need of a universal postal union, which was soon to follow.

1869 NOTES

• John Luff (page 87 in the Gossip reprint) mentions that "articles have been written about certain lines and dots found on [the 1869 stamps], especially on the values which are printed in two colors. . . . Some writers have published elaborate lists of the various positions and combinations of these lines and dots. As they were merely guide marks on the plates, intended to insure the correct placing of the design, and should have been erased after the plates were finished, they have no apparent philatelic value or interest." Luff wrote that in 1902, and of course, philatelic fashion changes. I've seen many of the guide dots Luff refers to, but never any of the published lists. Does anyone know of their existence?

• Information continues to come in, to add to the Shanghai consular cover census. New is a use of the 10c 1869 from March 13, 1870, two months earlier than previously known from Shanghai. A full update will follow, when all the data is collected.

POSTAL HISTORY MATERIAL

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

NEW ENGLAND STAMP CO.

45 Bromfield St.

Boston, Mass. 02108

THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

THE PRINTING PAPERS OF THE BANKNOTE ISSUES

MORRISON WAUD

Before you decide to skip reading this article because you never cared to know all that much about the different kinds of paper on which the Banknote Issues were printed, consider that familiar, pushy and distinctly unappetizing character who elbows his way past the cash customers at the ball game, chanting "Ya can't tell the players without a scorecard." Nobody loves him but still we buy his program, for we know it will yield us greater enjoyment and understanding of what we came to see.

That is our excuse for devoting this month's Banknote Issues Section to so superficially dull a subject as paper. You will surely get more fun and more philatelic satisfaction from those interesting stamps if you possess the know-how for telling them apart. Also, you might save or make yourself some cash. *Scott's Specialized U. S. Catalog* (1973) lists numerous lookalike Banknote era stamps with substantial price differences. One such set of twins carries respective valuations of \$4.25 vs. \$225. Those two stamps, and many other examples, can be told apart with certainty only by knowing which paper is which.

Once you are able to differentiate with assurance the several types of paper used at various times by the National, Continental, and American Bank Note Companies which printed stamps between 1870 and 1888, you will have the philatelic equivalent of the scoreboard at a ball game. Every serious collector of the Banknote Issues should be able to distinguish those various papers, since many a stamp of these issues can be correctly identified only after determining the kind of paper on which it is printed.

Those papers range from thin hard to thick soft porous. *Scott's Specialized U. S. Catalog* lists them as:

National	1870-71	Grilled white wove, thin to medium thick
National	1870-71	White wove, thin to medium thick
Continental	1873	White wove, thin to thick
Continental	1875	Yellowish, wove
American	1879-88	Soft porous

Scott's listing fails to mention still another, the so-called intermediate paper which Continental used in the 1877-79 period. This important type will be discussed at some length further along in this article.

The need to identify the paper requires an extra skill and certainly adds interest to the Banknote Issues. This article will (1) discuss the various types of paper involved, (2) review the different methods of distinguishing and classifying them, and (3) recall some history and offer some conjecture about the whys and wherefores of their use.

As listed in the table, the National issues and Continental 1873 issue were on the same type of paper although it varied in thickness. Occasional examples of National issues are found on hard paper so thin that it feels brittle. Research sampling of a considerable number of Continental printing turned up no similar examples. Paper used for the Continental 1875 issue 2c vermilion and 5c blue was a hard, yellowish wove. The resulting impressions were less satisfactory than those on Continental's previous type of hard paper. This may account for Continental's experimental use of the intermediate paper starting in 1877. The soft, porous paper used by American after it obtained the contract varies from yellowish in the earlier years to white later on.

Continental used various types of experimental paper. Double paper is found on only a few denominations and only for a relatively short time. It

seems probable that this trial use came at the request of the government, which in the 1860's and 1870's was much concerned with finding some practical way to prevent postal reuse of stamps. The printing surface sheet of the double paper was made extremely thin in hopes that any attempt to erase a cancellation would damage the face of the stamp. Apparently the double paper stamps were not satisfactory and their use was discontinued. Examples are not common.

American also used double paper experimentally for the 1c and 3c Re-engraved Issues of 1881-82, with a further wrinkle which involved punching the double paper with eight small holes arranged in a circle. No used copies of the punched-hole stamps are recorded; it seems a fair guess that they were not regularly issued and have survived unused to the present day because included among the remainders which stamp dealers and/or collectors obtained from the Banknote Companies or government sources by various and sometimes devious means in subsequent decades. For further information on the double papers see Brookman's *The United States Postage Stamps of the 19th Century* (Revised Edition Vol. II, page 240).

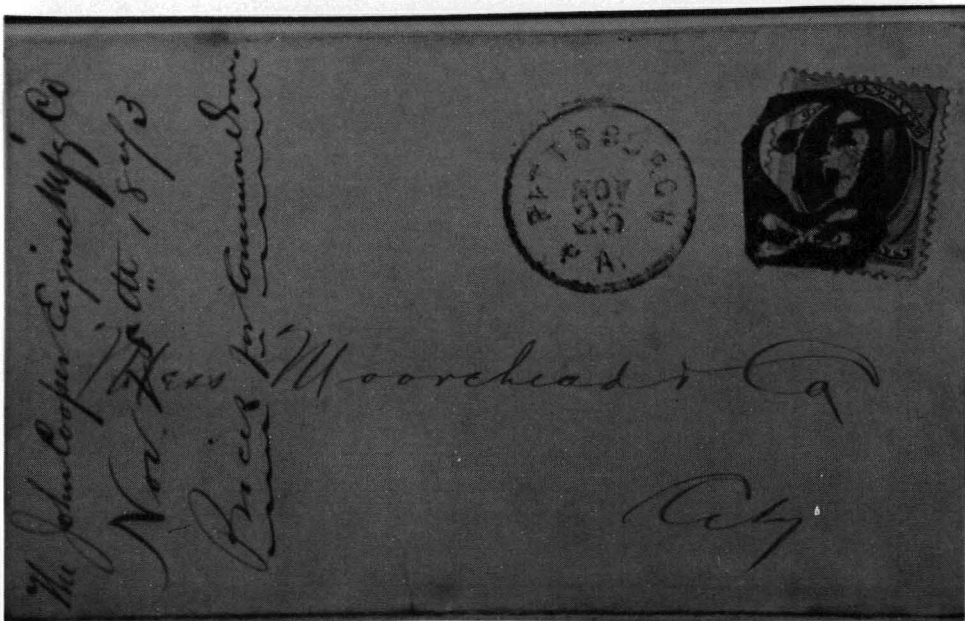


Figure 1 shows the Pittsburgh Skull and Crossbones in a Coffin, on a 2c Continental paying the local city rate.

Papers with vertical ribbing and with horizontal ribbing are also found on some of the Continental printings. At a guess, the ribbed papers were used in an effort to improve the quality of the impression. The ridges seem to have helped in that regard; at least, the impressions on ribbed paper are sharp. An equally possible explanation for these sharp impressions might be that they came from early printings by Continental before the plates began to show wear. The use of hard paper for Department stamps is discussed later in this article.

So much for the various papers. Now let's get along to the more interesting and difficult question of how to distinguish them.

The everyday method used by most collectors and dealers for telling hard paper from soft is to hold the stamp up to a bright light with the back of the stamp to the viewer. Hard paper shows up more translucent, the design of the stamp shows through sharply even from the back, and the paper appears whiter than soft types. The National printings on very thin hard paper are particularly translucent. By contract, soft paper is relatively opaque. Held similarly to the light, it appears mottled, more yellowish, and the design shows through less clearly.

The light test is ordinarily sufficient to tell hard paper from soft, but some few stamps do not fall easily into the pattern. In case of doubt, next comes the

flick test. Hold the stamp between thumb and forefinger; flick the edge of the stamp back and forth with the other forefinger, and listen. If the stamp "pings" with a sharp tone, it is hard paper. If it "flops" with a dull sound, it is soft paper. Experience soon teaches the variables to be considered. For example, some allowance should be made for gummed stamps; they will generally flick more sharply than no-gum stamps. It is advisable to keep known examples of soft and hard paper stamps handy as controls when testing, whether with light or with flick.

An ultraviolet light source can be especially effective for testing stamps on cover. In *The American Philatelist* (February 1973, page 130), Dr. Harold J. Werbel published a valuable article about using ultraviolet to distinguish hard and soft papers. Illustrations included halftones of the several Banknote papers as they appear under ultraviolet light. Dr. Werbel pointed out that a lamp with both long and short wave ultraviolet is necessary, and he suggested removal of hinges or remnants, ideally by soaking unless original gum must be safeguarded.



Figure 2 is an all-over advertising cover from Rockford, Illinois, depicting a phaeton carriage drawn by a team of horses. A six-bar grid ties a 1c Continental, evidently used to pay the circular rate since the envelope flap was not sealed.

He reported that the hard papers will fluoresce in a range from very brilliant white to murky white, both on the back and on the stamp's front margins. Your editor's subsequent limited tests using ultraviolet indicate that the brilliant white fluorescence is nearly always produced by National printings. When the backs of the hard paper stamps are examined, those stamps on thin paper are particularly translucent and their designs show through most clearly.

Examination of Continental printings under the light failed to show sufficient differences to distinguish the double or the ribbed papers from the ordinary paper stock. More extensive research and study may help to distinguish the more obscure paper varieties, whether by ultraviolet or other tests. One problem is to obtain enough examples of the various Continental papers to yield significant results.

Under ultraviolet all of the soft papers show up markedly murky even in the narrow margins on the faces of stamps on cover. This color difference is sufficient to make identification positive in most instances. Soft papers used on the later American printings fluoresced considerably clearer and tended to show more whitish shades than the paper used as early as 1879. When the back of the soft paper stamp is accessible, the reaction to ultraviolet is even more pro-

nounced. Resultant fluorescence yields murky colors ranging from purple to salmon to yellowish, depending on the color of the stamp. The paper appears cloudy and the design on the face does not show through. To observe how the different papers fluoresce, shine the ultraviolet lamp on an unsorted accumulation of Banknote stamps. After a few minutes of practice at comparison, you should soon be able to pick out the soft papers without a second glance.

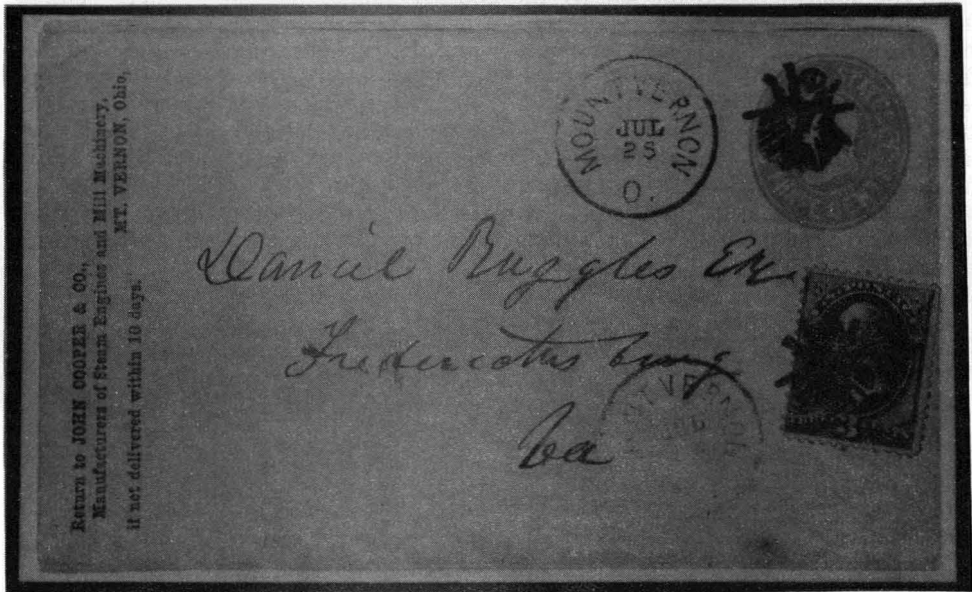


Figure 3 carries a double strike of the Mount Vernon, Ohio, insect cancellation on a double rate letter.

In 1879 American merged with Continental and took over its Post Office Department contract for printing postage, Department, and Newspaper stamps. American promptly shifted to soft porous paper but continued to use many of Continental's plates for printing the 1879 issue. Continental had originally used steam roller presses to print on hard paper. But the government severely criticized the product, and inserted in Continental's second (1875) contract a specification for hand roller presses. Continental thereupon turned out better work. But American's soft porous paper did not do well on hand roller presses, and its earlier printings were consequently inferior to Continental's product. American shifted to using steam roller presses about 1885, and thereafter produced better stamps.

The reasons for American's change from hard to soft paper are not known. Many theories have been advanced: to cut cost; to distinguish its product from Continental printings; or, to attain hoped-for better results. Any one of those guesses is probably as good as any other.

Continental certainly had been experimenting with an intermediate type of paper during 1877-79. Apparently Continental experimented even later with a genuinely soft paper at about the time the merger was in the offing. The only way to identify a Continental soft paper is by a Continental imprint from a plate never used by American, or else by a soft paper stamp on a cover probably used prior to the date when American took over the printing contract. Brookman reported some such examples. But the general practice had been to consider all stamps on soft paper to be American printings.

The intermediate paper used by Continental leans more toward the soft than the hard paper. It is definitely softer than the hard, much less mottled than the soft, and sufficiently soft so that the flick test is often inconclusive. Also, as might be expected, it is less translucent than the hard. Continental in 1877-79 did not have authority to use the steam roller press. Hence it is doubtful that the intermediate paper was then selected in expectation of a shift back to that

printing process. More probably, Continental was trying different types of paper in its search for ways to meet the government's criticism of its product. Whatever the reason for its adoption, the intermediate paper has caused considerably philatelic confusion in identifying certain stamps, most particularly certain Department stamps.

The Department stamps belong just as properly among the Banknote issues as do the stamps issued for use by the general public. The Department stamps were authorized by Act of Congress during President Grant's second term. At the same time the right of free franking was abolished for all members of Congress and all branches of the government. An estimated 26,000-plus of free frank users had proliferated by 1873, and some congressmen were known to use their franks as private post offices for which they charged lower than post office rates. To do away with abuses and in response to the Post Office Department's perennial complaint about being charged with the cost of mail sent by other federal agencies, all free franks were legislated out of existence. In place of the free franking privilege each department was provided with its own distinctive stamps effective July 1, 1873; these stamps were charged at face to the recipient agency.



Figure 4 is the Stoneham, Massachusetts, Devil's Face and Crossbones on a 3c Continental.



Figure 5 is one of the interesting Shoo Fly family of cancellations, which took their name from a popular song of that era, "Shoo Fly Don't Bodder Me." This example resembles the type used at Evansville, Indiana.

Continental printed the first Department stamps on hard paper. After American took over the contract in 1879, it printed the Department stamps on the same soft paper as its regular postage stamps. However, not every value was reprinted on soft paper. Continental's use of the intermediate paper for certain denominations of Department stamps has caused considerable confusion through the years.

Your editor first became interested in the problem many years ago upon acquiring a collection that included a 30c and a 90c Department of the Interior stamp. American Philatelic Society certificates dated prior to 1930 attested that these were on soft paper, even though Scott lists neither stamp on soft paper. Upon careful examination these turned out to be examples of the intermediate paper, quite different from the true American soft paper.

In Luff's *The Postage Stamps of the United States*, published in 1902, he did not list the 30c or 90c on soft paper. He did, however, show delivery of 30c and 90c Interior stamps to the government in 1879, 1880, 1882, and 1884, all soft paper periods. These deliveries can be easily explained as remainders from Continental printings, and some of them could well have been printed on Continental's intermediate paper. It might be prudent for any philatelist to check carefully when examining any such rarity as the 24c Interior if it is represented as on soft paper. One should be sure it is not instead on inter-

mediate paper. There is quite a difference in catalog value: \$4.25 for the unused Continental, \$225 for the American! As is true of most stamps on which a tiny difference makes a great difference in value, even the most honest dealers and collectors alike tend to classify the intermediate papers as hard or soft, according to whichever is the most desirable. A number of the 30c and 90c Treasury stamps have been seen identified as on soft paper although they were clearly on intermediate paper. On the other hand, copies of the War 1c, 2c, and 3c are seen actually on Continental intermediate paper but classed as the much rarer Continental hard paper. Many years of experience in that specialty leaves a conviction that examples of those War Department stamps on the genuine hard paper are much rarer than those on intermediate paper.

It is interesting to note that Eustace B. Power in *The General Issues of United States Stamps* (1917 Revised Edition, page 37) stated: "It is not generally known that the Continental Bank Note Company began using the soft paper previous to turning over the plates to the American Bank Note Company in 1879." This may be a reference to the intermediate paper or to the very late use of soft paper by Continental.

Brookman (see reference above) mentions Continental's using early in its 1875 contract a paper that somewhat resembles American's soft paper. He says of it, "This paper is somewhat porous but not as thick or as soft as the paper used by American." He apparently was referring to the intermediate paper, as the true soft paper allegedly used by Continental early in 1879 is evidently indistinguishable from the soft paper American used when it took over the printing contract.

FANCY CANCELLATIONS ON BANKNOTE ISSUES

To compensate for the lack of sex appeal in the above article about printing papers, and for the unavoidable lack of any stimulating way to illustrate the different paper types without equipment not presently available to your Editor, the accompanying illustrations of unusual cancellations on Banknote issues are offered to brighten up this issue of the Banknote Section.



Figure 6 shows a Leaping Deer. Its source is not yet known although a similar Leaping Deer design was first used about 1861 from Shelburne Falls, Mass.

Remember that the golden era of artistic and unusual cancellations was waning by 1870, except the New York Foreign Mail cancels of 1870-76. That era was definitely over when the Universal Postal Union became effective on July 1, 1875; shortly after that the Post Office Department adopted standard cancellers.

Except in some of the smaller post offices such as the five Western towns that used the Kicking Mule cancellations, very few postmasters thereafter indulged in anything that remotely resembled the gloriously imaginative designs of the Waterburys, the Putnams, the Brattleboros, the Masonics, and many others. A few heartwarming fancy cancellations survived the pressure of official standardization, however; these were principally on the earlier Banknotes.

Interesting and attractive fancy cancellations are also found on hard paper Department stamps, but these are much scarcer than on Banknotes of the hard

paper general issues. Kicking Mule cancellations of the 1880-85 era are found frequently on both hard and soft paper off-cover War Department stamps, but only two examples on cover are recorded.

A later article in this section of the *Chronicle* will be devoted in part to illustrating fancy cancellations on Department stamps. Loans of photographs of either Banknote regular postage or Department stamps on or off cover, will be appreciated for possible future inclusion here.

KICKING MULES—HELP WANTED

To anyone interested in helping with a new publication—Please contact Morrison Waud, Room 4600, One First National Plaza, Chicago, Ill. 60670 for a questionnaire.

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.

HENRY M. SPELMAN III

P. O. Box 645
San Anselmo, Ca. 94960

APS
USPCS
CSA

WANTED

CLASSIC 19th CENTURY — U. S. COVERS

FIRST DAYS

**STAMPLESS — TERRITORIAL — WESTERN — LOCALS
CONFEDERATES — CIVIL WAR PATRIOTS — EXPRESS**

For My Outright Purchase, Consignment, or for
My Public **AUCTION** Sales

AL ZIMMERMAN 843 Van Nest Ave. Bronx, N. Y. 10462

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(1) Auction News

The firm of Robert Siegel, Inc. continued their strong position in the postal history field in their 444th Sale of Jan. 30, 1974. After many months without noticeable activity in the railway marking auction field this sale offered 73 lots which realized a total of \$3,446.

Results were somewhat spotty as 39 of the 73 lots sold for less than estimated net value reflecting either a slight softening of the market or overenthusiastic appraisal of net value. However, those items of considerable rarity, in very fine to superb condition, or prominently featured in the catalog, went at very strong prices.

Among items of interest we find Remele G-2S-b, Great Western R. R. Dawson, leading the sale at \$280, followed by a fine strike of V3-b, Virginia Central R. R., selling at a surprising \$230. A nice tying strike of 1860 Baltimore & Ohio R. R. Sykesville oval attained \$130. Two seldom seen items—Remele H4-a, H. R. R. (Housatonic R. R.) and M1-d, M. R. & L. E. R. R. (Mad River & Lake Erie) went for \$110 and \$85 respectively. Other noteworthy lots were: Remele N8 (New London, Willimantic & Palmer R. R.) \$85, Remele P3 (Penobscot & Kennebec R. R.) \$80, Remele P14 (Providence, Hartford & Fishkill) \$80, Remele C21-b (Cleveland & Pittsburgh R. R.) \$72.50, Remele W7-d, Wil. & Ral. R. R. (Wilmington & Raleigh) \$62.50, Remele H4-S-b (Housatonic R.R. Botsford) \$55, and an unlisted type of Boston & Fichburg Railroad in fair condition sold for \$52.50.

(2) Grand Gulf & Port Gibson Railroad

Figure 1 illustrates a very interesting cover first reported by Henry Meyer and, according to his files, belonging to the Grand Gulf (Miss.) Museum. It is a 21-14 mm. blue double circle with 1870 year date on an 1864 three cent stamped envelope addressed to New Orleans.



Figure 1
(Courtesy Grand Gulf Museum)

This little railroad in Claiborne County, Mississippi, had an unusual existence. Originally organized in the year 1833, it was not operated until 1854.

Delay was partly due to financial difficulties as a result of the crash of 1837 and partly due to litigation by a suit brought by the owner of a tract across the right-of-way. The eight mile railroad was built to serve the town of Port Gibson, which was the county seat and an agricultural center, and to connect it with the Mississippi River at Grand Gulf, where a connection was made with steamboats.

The first mail contract was listed in 1854 (Route 7319) with six trips per week and an annual stipend of \$400. In 1858 trips were increased to seven and the stipend to \$500. Interrupted by the Civil War in 1861; the next contract listing was not shown until 1870. From 1870 until 1884 contracts were listed with little change. Mail service was by closed pouch and from the record there never was a route agent on the line.

With the construction of the Louisville, New Orleans & Texas Rwy. (now Illinois Central) south from Vicksburg through Port Gibson to Baton Rouge and New Orleans all excuse for the eight mile line vanished as no longer was a connection with the steamboats a necessity for Port Gibson. Apparently it was abandoned sometime after 1884 as it was no longer shown on the maps or in the timetables.

The marking on this cover was in all likelihood in the nature of a station marking and placed on the envelope by the station agent, who may or may not have been the postmaster. Since a route agent was lacking on the line the marking was undoubtedly applied in the railway station or railway office. Our readers are requested to furnish any information they might have on this little railroad and its history or postal markings.

(3) Agent Routes

A feature of the Remele catalog which creates considerable confusion among users is the listing of contracts between the P. O. D. and railroads for carrying mails with the implication that agent markings listed had a definite relationship to such contracts. In *Chronicle* 44, page 8, Mr. Hicks discussed this subject and pointed out that Remele markings B11-a and B11-b, the Boston & Fitchburg route markings, were definitely used by agents all the way from Boston, Mass. to Burlington, Vt., over three contract territories. He explained that this created the reason for Cheshire Railroad and Rutland & Burlington R. R. markings' not being known in this period.

Another example of extended route agent territory has come to light—again with a Boston & Fitchburg R. R. route marking. This cover went from St. Johnsbury to Woodstock, Vt., Dec. 12, 1849 and accordingly was nowhere near the Boston & Fitchburg R. R. or the Boston-Burlington agent run. It is rather solid evidence that, at least in late 1849, one or more of the route agents ran over the route between Boston, Mass. and St. Johnsbury, Vt. Shortly after the opening of the last link of this route, train times, railroads and opening dates for this five contract route were as follows:

<i>1851 Timetable</i>	<i>Read Down</i>	<i>Read Up</i>	
Boston	7.30 A.M.	6.30 P.M.	Boston & Fitchburg R.R.
Fitchburg	9.10	4.50	March 5, 1845
Fitchburg	9.10	4.35	Cheshire Railroad
Bellows Falls	11.45	2.10	October 4, 1847
Bellows Falls	11.45	2.07	Sullivan Railroad
Windsor	12.35 P.M.	1.10	Feb. 5, 1849
Windsor	12.45	1.09	Vermont Central R.R.
White River Jct.	1.48	12.30	Feb. 13, 1849
White River Jct.	1.50 P.M.	12.30 P.M.	Connecticut & Passumpsic
St. Johnsbury, Vt.	4.12 P.M.	10.05 A.M.	Rivers R.R.—Nov. 1849

Another of the route agent usages discussed by Mr. Hicks concerned agents employing the Northern R.R. marking. Another all-Vermont use of N-20b has come to my attention, a Jan. 7, 1850 use from Northfield to Pittsford, Vt. It is now believed agents employing the Northern Railroad (of N. H.) route marking ran from Boston, Mass. to Burlington, Vt. on the following route:

<i>1851 Timetable</i>	<i>Read Down</i>	<i>Read Up</i>	
Boston, Mass.	7.30 A.M.	6.40 P.M.	Boston & Lowell R.R.
Lowell	8.15	5.55	June 24, 1835
Lowell	8.15	5.55	Nashua & Lowell R.R.
Nashua, N.H.	8.42	5.05	Oct. 8, 1838
Nashua	8.42	5.05	Concord Railroad
Concord	10.12	3.45	Sept. 1, 1842
Concord	10.30	3.45	Northern Railroad
White River Jct., Vt.	1.20 P.M.	12.55	Nov. 17, 1847
White River Jct.	1.56	12.17 P.M.	Vermont Central R.R.
Burlington	6.52 P.M.	7.35 A.M.	Late 1849

No markings are known in this period for Boston & Lowell R.R., Nashua & Lowell R.R., Concord Railroad, or Vermont Central R.R. It must be remembered in using these old timetables that standard time did not exist and variations of minutes often existed between tables of various railroads.

We know very little about route agent runs in the 1839-1860 period, and there are many other route agent markings that are suspected to have been used on multi-contract runs. In New England alone, besides those mentioned above, we feel that Eastern R.R., Concord & Montreal R.R., Sullivan & Passumpsic R.R., Connecticut River R.R., New Haven & Bellows Falls R.R., New York & New Haven R.R., Troy & Rutland R.R., and Vermont & Massachusetts R.R. may have been used at times on extended routes, but only further research and recording of use examples will solve this question.

(4) Remele Catalog

A new variety of Augusta & Atlanta R.R. route agent marking has been reported on cover tying 3c 1851 to Coatopa, Ala. Unfortunately no date or back address is shown on this cover. Listing is as follows:

A7-d, 32½ mm., blue, 1851-57 period.

The relative scarcity assigned for the present is "very rare."



(5) Towle-Meyer Catalog

Through the courtesy of Messrs. Bower, Coles, Fingerhood, Gallagher, Graham, Kesterson, Leet, McGee, Spelman, and Wyer we are able to offer the following addenda and listing for Towle-Meyer catalog.

Addenda:

70-A-1: New date—1862.

325-A-1: New color—black. Banknote.

331-E-1: New date—WYD 1884. (Postage due stamps used for postage).

338-F-1: New date—1879, New color—magenta.

339-B-1: New date—1875. New color—black.

340-C-1: New date—1875.

818-A-2: New date—1889.

T-20: Drop listing—See 243-B-1 below.

Towle-Meyer Catalog:

PLATE XXXV

Vermont

35-S-10: Oval 3¼ x 2½ black, 1868, partial. 12. (Connecticut & Passumpsic Rivers Railroad).
41-S-9b: Oval (?) x 2¾ black, WYD 1867, partial. 15. (Gassett's Station, Rutland & Burlington R. R.).

Connecticut

80-S-1: D. Circle 3½-2½ blue, WYD 1874, partial. 16. (New York, New Haven & Hartford R. R.—Woodmont 6 miles south of New Haven).

New York

114-N-1: N. Y. C. R. R. ms, 1859. (New York Central R. R.) 12.

New Jersey

- 243-B-1: 25½ black, 1858. 15. (P. & H. on a corner card Pemberton & Hightstown R.R.C.B. probably stands for Camden Branch but could mean Camden, Burlington).
243-S-4: Oval 33½ x 19½ blue, WYD 1884. 7. (Pennsylvania R. R.).
244-F-1: 26 black, Banknote. 6. (New York, Jamesburg & Philadelphia).
256-B-1: 26½ black, WYD 1885. 3. (Philadelphia & Atlantic City).
257-B-1: 26 black, WYD 1885. 3. Complete tracing.

Virginia

- 311-L-1: Va. & Tenn. R. R., ms., 1853. 18. (Virginia & Tennessee).

South Carolina

- 340-C-3: 26 blue, 1875. 5. Complete tracing.

Florida

- 380-B-2: 26 Black, Banknote. 10.

Alabama

- 406-C-1: 26½ black, WYD 1883. 7. (Selma & Akron Junction).

Texas

Catalog Route 473: Fort Worth-Galveston, Tex. via GULF, COLORADO & SANTA FE RWY.

Route Agents: 1881: Galveston-Belton, Tex., 3 agents; 1882, 1883: Galveston-Fort Worth, Tex., 5 clerks, 347 miles.

Markings: 473-A-1: 26½ black, WYD 1882. 5. (Galveston & Brenham).

Tennessee

- 509-G-1: T. & A. R. R., ms. 1866. 12. (Tennessee & Alabama R. R.).

Kentucky

- 532-E-1: L. & N. & L. B. R. R., ms., Sixties. 15. (Louisville & Nashville & Lebanon Branch R. R.).
See Figure 2 for illustration.

Ohio

- 567-S-3: D. Oval 30½-21½ x 23½-15 blue, WYD 1874. 12. (Baltimore & Ohio R. R. Central Ohio Division—Taylors 9 miles east of Columbus, O.).
571-G-1: M. & C. R. R., ms., 1857. 20. (Marietta and Cincinnati).

Wisconsin

- 844-F-1: 25½ black, Banknote. 8. (Wisconsin Central).
846-A-2: 25½ blue, Eighties. 4. (Oshkosh & Milwaukee).

Nebraska

- 933-J-1: 26½ black, WYD 1886. 2.



Figure 2

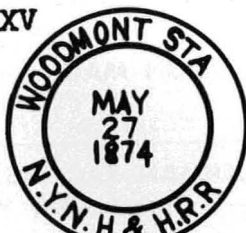
PLATE XXXV



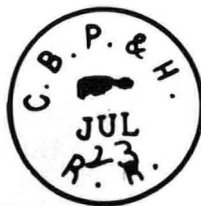
35-S-10



41-S-9b



80-S-1



243-B-1

NY CRP
Oct 7 54

114-N-1



244-F-1



243-S-4



256-B-1



257-B-1



340-C-3



380-B-2

La & Len RR
July 2 53

311-L-1



406-C-1

J.S. RR
Feb 27 1866

509-G-1



473-A-1

2472 + CRP
Dec

532-E-1



567-S-3

M&C RR
Nov. 28

571-G-1



844-F-1



846-A-2



933-J-1

THE FOREIGN MAILS

THE GERMAN PACKETS TO HAMBURG AND BREMEN FROM NEW YORK IN JULY 1870

WALTER HUBBARD

In *Chronicle* no. 81 the Hamburg-American Line sailings from New York on July 12 and 19 were discussed in relation to evidence in the contemporary London press that the mail on both these trips was not handled in the routine way.

It would appear that the mails on the first July trip were also not dealt with in the normal manner.

Allemannia, sailing from New York on July 5, arrived at Plymouth at 1200 hrs on July 16. She carried 78 sacks of mails, 59 of which were landed and forwarded by train to London and the North. As hostilities were imminent (France had decided to declare war on the previous day and actually did so three days later), the presumption that *Allemannia* would not have risked going to Cherbourg is strong, in which case the mails she landed at Plymouth would be the French as well as the British, whilst the 19 sacks she kept would be those from Hamburg.

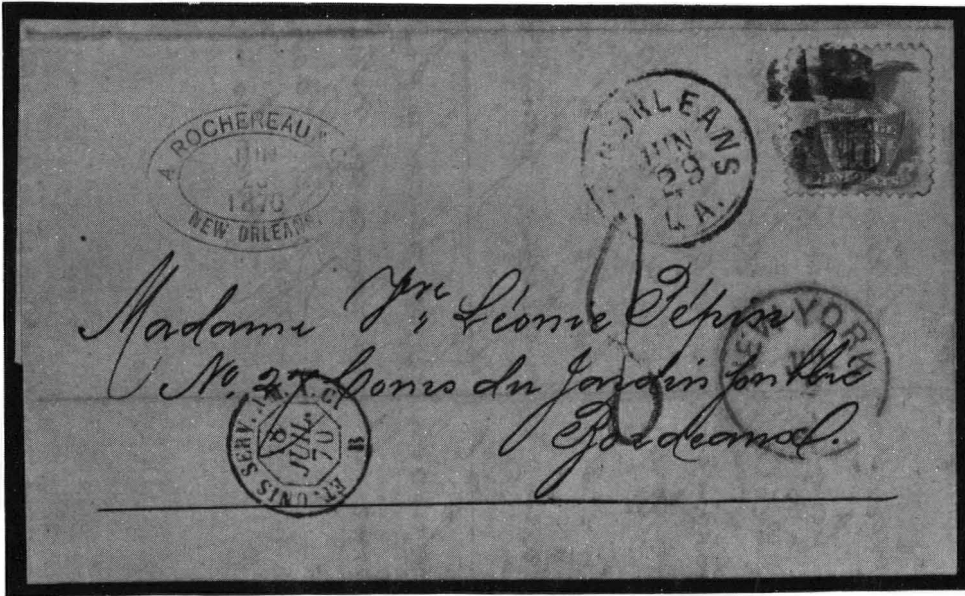


Figure 1

The cover to Bordeaux, illustrated in Figure 1, supports this. Correctly prepaid and charged with postage due for the Direct Service in the Inter-Treaty period, it has a New York Exchange Office mark of July 5 in red, and a French entry mark, in black, ET. UNIS SERV. AM. A. C. 18 JUL. 70. This mark indicates that it had been received from London by the British service, which rules out *Allemannia* as having taken it to France. If it, in fact, arrived at London from Plymouth, an unusual route for U. S. mail to France, both the British and the French must have considered how they should deal with it. The Calais mark (Salles 1777), which had not been used since the spring of 1861 when the service was moved to Paris-Etranger, was originally designed for use on letters from the U. S., carried by a packet rated as American and forwarded by the British from the English port of entry to London and Calais.

The French postal officials could not have found a more accurate solution and its use on this cover could well be evidence of the care with which the mails, in those days, were handled.

As no other packet sailed from New York on July 5 (1870), the above markings indicate, I think, that this cover was in one of the 59 sacks *Allemannia* landed at Plymouth on July 16.

As for *Allemannia* herself, she left Plymouth at 1.30 pm on July 16, and supposedly got home safely with her 19 sacks of Hamburg mail. Although it is negative evidence, her name does not appear amongst those ships of her line reported as spending the war in neutral ports.

The above conclusions are based on available evidence, and it would be interesting to see whether other covers from this trip confirm or rebut them.

Prof. George E. Hargest says in his book* that the other German Line, the North German Lloyd, had two sailings scheduled for July before their service also was suspended, and that both these were made. In 1870 they sailed from New York on Saturdays, calling at Southampton on their way to Bremen. The first of these two trips was made by *Donau*, sailing from New York on July 2. She arrived at Southampton on July 14 and landed 59 bags of mails before proceeding to Bremen. Of the second trip, scheduled for July 9, as on the last trip of the Hamburg-American Line, there is no mention, but *The Times* correspondent in New York reported, on Monday July 18, that "the Bremen steamer *Hermann* did not sail for Southampton on Saturday, and all persons who had taken passages in her have had their money refunded." It is unlikely that the Company would have left their decision so late, had the sailing scheduled for July 9 been cancelled a week earlier.

It is interesting to note that, at the last minute, the Germans tried to avoid the suspension of the two services. *The Times* man in Philadelphia, with a dateline of July 15, wrote in a despatch to London: "Baron F. de Gerolt, the Prussian envoy at Washington, has been instructed by his Government to enquire of the United States whether vessels carrying the Prussian flag, but partly owned by Americans, will be allowed to carry the American flag. The Government inclines to it, but Congress must pass a law before it can be done. The President has sent a special message to Congress, indicating a desire for them to make an appropriation for the purchase of the German mail steamers carrying the US mails, and to take any other action rendered necessary by the war."

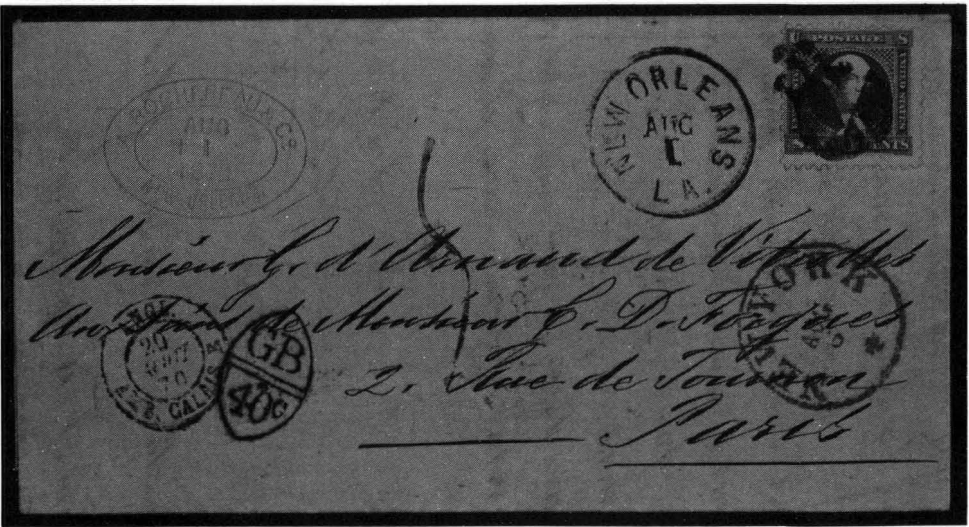


Figure 2

Congress, having been against the financing of mail packets since the autumn of 1857, did no such thing. They did, however, gratify the second of President Grant's desires, as another despatch from Philadelphia, on July 22,

said: "Washington reports say that a temporary arrangement has been made with the Inman Line to carry the Saturday English mail from New York." No time was wasted in putting this "temporary arrangement" into effect as on the following day, July 23, the Inman Line packet, *City of Washington*, sailed from New York to arrive at Queenstown at 2339 hrs on Aug. 3. *The Times* man at Queenstown reported: "This steamer brings London and Continental as well as the Irish and Scotch mails, and the mail service between the United States and this country will in future be transferred to the steamers of this line, leaving New York every Saturday, instead of by the North German Lloyd's steamers, calling at Southampton." The "temporary arrangement" lasted until the contract, mentioned by Professor Hargest*, came into force on October 1, as the Inman packets were reported each week from July 23 through September 24 as arriving at Queenstown with "full mails."

The cover illustrated in Figure 2 was posted in New Orleans on Aug. 1, overpaid two cents for the rate to the British frontier. The marking NEW YORK (date) PAID TO ENGLAND usually found on such letters was not applied to this cover, and it may be that it had not yet come into use. The NEW YORK AUG 6 mark is in red, the Anglo-French accountancy mark, the French entry mark (Salles 1182) and the postage due mark are in black. On the reverse there is a LONDON JW AU 19 70 in red and, in black, PARIS 2^E/20 AOUT 70.

The Inman Line packet, *City of London*, sailed from New York on Aug. 6 and arrived at Queenstown with "full mails" at 2000 hrs on Aug. 17. No other packet fits the evidence, so presumably this cover was carried by her on the Line's third trip under the "temporary arrangement."

References

- *Hargest, George E. *History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 154.
 Salles, Raymond. *La Poste Maritime Française*, vols. III and IV.
The Times of 1870.

BLACK JACKS ABROAD

PAUL J. WOLF

A deep interest in Black Jacks and their various uses, with especial emphasis on covers to or from foreign countries, brought to the writer's attention the fact that there was no Master List that might be referred to, showing all, or at least, as many as possible, of the many countries to or from which Black Jack covers are known.

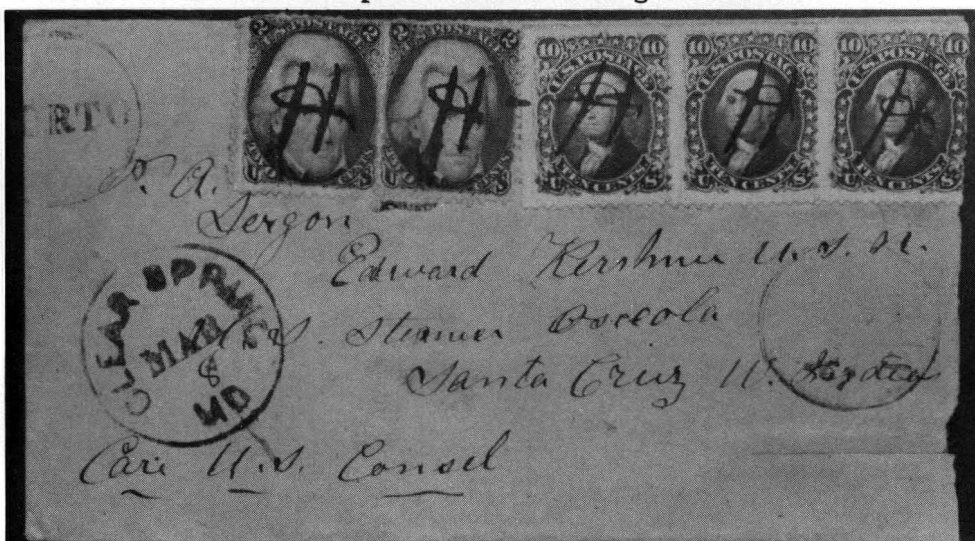


San Francisco to New Westminster, British Columbia postmarked Apr 21, NYD. Possibly 1868. Handstamped "Too Late" in oval, it missed the boat! Franking is a strip of 3 of the 3c and a Black Jack, all with "E" grill, overpaying the 10c rate by 1c.

An appeal was made to members of the U. S. Philatelic Classics Society through the medium of "Chairman's Chatter," and a very helpful response was forthcoming. A number of collectors, members of the Postal History Society, were also contacted, with good results.

The initial list of some 50 countries was assembled from four sources: the Allen Collection, as listed in Mrs. Maryette B. Lane's Handbook of that collection (referred to as "Allen,") the Cole Collection as listed in Maurice Cole's work, *The Black Jacks of 1863-1867* (Cole); the list of foreign uses as shown in the slide set on the Black Jacks assembled for the Classics Society (BJ Slide Set); and my own collection. After carrying on a very considerable correspondence with other interested collectors, checking auction catalogues and so on, the list now stands at 75. This is a respectable showing.

While it cannot be pretended that this is a complete listing (probably a truly complete listing is not possible) it does contain most of the countries with which the United States had postal commerce during the 1860's.



Clear Spring, Md., to St. Croix, Danish West Indies. 34c rate, franked by a strip of 3 of the 10c 1861, and 2 Black Jacks. Postmarked Mar 8, NYD, 1867 in St. Thomas transit marking. "Porto 4" for local delivery.

Since those covers illustrated and described in the Lane and Cole Handbooks are the ones most easily available for reference, it seemed sensible to give preference to such listings, hence the large number of covers ascribed to such sources. In the cases of England, in fact, all the British Isles, France and the German States, there are many covers available at all rates, and those listed are merely representative of what may be found. Some of the more exotic locations, however, are very scarce, only one or two covers being known. A card index was prepared showing all the information available on each cover listed. The final listing was transcribed from that file. The information most often lacking was the date. Sometimes this can be deduced from the cover itself: the stamps, the rate, a docketing or the usage, but in many cases it simply cannot be determined. A number of covers were reported, however, merely by destination or place of origin, and in some of these, too, there can only be a "P".

Where a name and a date is shown as the source, this is an auction. Covers in private collections are shown simply with the name of the owner.

The Compiler's thanks go to the following helpful people who listed their own covers and searched philatelic literature including auction catalogues back to the '40's for pertinent references. Without their generous help, this list would not exist:

Miss Esther Dexter Cohen, N. Y.; John L. Gemmill, N. Y.; Marc Haas, N. Y.; William K. Herzog, Mich.; Walter Hubbard, England; Basil C. Pearce, Cal.; Walter F. Reide, Cal.; Dr. Joseph F. Rorke, Ariz.; Charles J. Starnes, Mich.; Cardinal Spellman Philatelic Museum, Mass.

<i>Destination</i>	<i>Origin</i>	<i>Date</i>	<i>Rate, Route, Stamps, etc.</i>	<i>Source</i>	<i>Remarks</i>
Aden	Kennebunkport, Me.	9/18/67	45c; 3 12c 5c, 2 BJ	Harmer 5/13/70	London transits, front only
Argentina	Boston, Mass.	2/22/69	25c; 2 10c, 3c, BJ	Allen	"Too Late," later pmk 4/22/69
Australia	Plymouth, Mass.	1865	45c; 24c, 10c, 3 3c, BJ	JAFOX 8/15/66	London transits
Austria	Wellesley, Mass.	3/7/67	Bremen Pkt, 15c; 10c, 3c, BJ	Allen	
Baden	New York City	10/18/65	15c; 10c, 3c, BJ, France 10c	Koerber 6/14/73	To Paris, fwd to Baden
Bahamas	New York City	4/22 NYD	5c; 3c, BJ	Allen	4c due for local dely
Bavaria	Worcester, Mass.	?	PCM, 28c; 24c, 2 BJ	JAFOX 2/26/69	
Belgium	?	?	27c; 15c, 10c, BJ	JAFOX 10/22/62	
Brazil	S. Dartmouth, Mass.	12/24/67	45c; 30c, 10c, 3c, BJ	Spellman	
Bremen	Galveston, Texas	3/3/67	Circular rate, single BJ	Wolf	No pmk, date from Prices Current
British Columbia	San Francisco	4/21 NYD	10c; 3 3c, grilled, BJ	Wolf	"Too Late," overpaid 1c, maybe 1868
Brunswick	New York City	8/19/65	Hamburg Pkt, 15c; 10c, 2 5c, 2 3c, 2 BJ	Wolf	Double rate
Canada East	New York City	6/4 NYD	10c; strip of 5 BJ	Cole	
Canada West	Buffalo, N. Y.	8/24 NYD	10c; 2 3c, 2 BJ	Cole	
Cape of Good Hope	Windsor, N. Y.	4/24/66	46c; 4 10c, 3 BJ	Siegel 11/19/73	Fwd to Mauritius
Celebes	Holmes Hole, Mass.	1/4/69	42c; 30c, 10c, BJ	Wolf	London transits, 25c Dutch coll.
Chile	West Tisbury, Mass.	2/5/68	34c; 3 10c, 2 BJ	Allen	Panama transits
China (Macao)	Milo, Me.	5/17/65	45c; 4 10c, 3c, BJ	Allen	London transits
Cuba	New York City	11/1/63	10c; 5c, 3c, BJ	Allen	"NA 1"
St. Thomas, D.W.I.	San Jose, Cal.	3/20/65	34c; 30c, 3c, BJ	Allen	Overpaid 1c, via Aspinwall, New Grenada
Denmark	Plain City, Utah	3/16/68	NGU; 18c; 3c, entire, 10c, 3c, BJ	Allen	Territorial usage, Mss pmk
Ecuador	?	?	34c; 3c entire, 24c, 5c, BJ	Harmer 7/19/54	
Egypt	Dobbs Ferry, N. Y.	?	22c; 2 10c, BJ all "F" grill	WAFOX 10/17/69	
England	Spring Brook, Mich.	5/14/66	24c; 2 10c, 2 BJ	Allen	Mss pmk, via Detroit Am Pkt
England	Black Hawk Pt., Col.	4/24/68	12c; 10c, BJ	Cole	Territorial use. Letter fwd
France	St. Augustine, Fla.	3/11/65	15c; Block of 4 BJ, pair BJ, pair BJ, 3c	Allen	
Frankfort am Main	New York	10/8 NYD	15c, 10c, 3c, BJ	Cole	
Germany (Bavaria)	Philadelphia	10/8/68	PCM; 15; 10c, 3c, BJ	Hubbard	After unification, reduced rate
Guatemala	Washington, D. C.	?	10c; 2 3c, 2 BJ	Allen	Pmk "Congress, Washington, D.C."
Hamburg	New York	6/16/66	Direct svc; 10c; 3 3c, BJ	Hubbard	Overpd 1c
Hanover	Cincinnati, Ohio	5/27 NYD	PCM; 28c; 24c, 2 BJ	Herzog	
Hawaii	Visalia, Cal.	2/10 NYD	10c; 5 BJ "F" grilled	Allen	
Hesse	Sandusky, Ohio	2/10/68	Bremen Direct; 10c; 3c entire, 5c, BJ	Hubbard	
Holland	Ogden, Utah	?	French svc; 42c; 4 10c, BJ	Rorke	Territorial use. Fwd
Hong Kong	Boston	11/26/67	53c; 2 24c, 3c, BJ	Allen	London transits
India	Boston	7/68	28c; 30c, 24c, BJ	Allen	Double rate, Bissell Corres.
Ireland	Fork Meeting, Md.	3/25 NYD	24c; 2 10c, 3c, BJ	Allen	Overpd 1c, Mss pmk
Italy (Two Sicilies)	New York	?	19c; 10c, 5c, 2 BJ	Cole	NGU Closed Mail per Saxonia
Java	Wilmington, Del.	4/22/65	BvM; 53c; 2 24c, 3c, BJ	Cole	
Liechtenstein	?	?	French svc; 15c; 10c, 3c, BJ, France 10c	Kelleher 10/22/71	France fwd to Liechtenstein
Magdeburg	Louisville, Ky.	3/2/64	PCM; 28c; 2 12c, 2 BJ	Wolf	
Martinique	Rockland, Me.	?	18c; 10c, 3 3c, BJ all grilled	Paige 6/5/57	Overpd 3c
Mauritius	Windsor, N. Y.	4/24/66	See cover to Cape of Good Hope	Siegel 11/19/73	Fwd from Cape of Good Hope

<i>Destination</i>	<i>Origin</i>	<i>Date</i>	<i>Rate, Route, Stamps, etc.</i>	<i>Source</i>	<i>Remarks</i>
Mexico	Carlisle, Pa.	?	10c; 3c entire, 5c, BJ	Wolf	"2" for local delay
Nassau, Dutchy of	New York	?	PCM; 28c; 24c, 2 BJ	Allen	Mourning cover, to Weisbaden
New Brunswick	New York	9/22/66	10c; 2 3c, 2 BJ	Wolf	No cross-border mks
Newfoundland	Brooklyn, N. Y.	8/9/69	6c; 6c 1869, 2 BJ	Cole	Overpd 4c, via str City of Brooklyn
New Zealand	Victoria, B. C.	1867	22c; 2 10c, BJ	Pearce	Panama transit 7/23/67
Norway	Chicago, Ill.	1865	PCM; 42c; 30c, 12c, BJ	Rorke	Overpd 2c
Nouvelle France	Boston	?	BJ	Allen	"Via Sydney, C. B."
Nova Scotia	Benicia, Cal.	5/27/67	15c; 3c entire, 10c, BJ	Wolf	"Via Pamama"
Oldenburg	New York	4/25/67	Bremen svc; 13c; 24c, BJ	Allen	Double rate
Panama	?	?	?	Reported for sale	
Peru	Warren, Mass.	1/26/64	22c; 2 10c, BJ	New York 1972	
Peru	San Francisco, Cal.	8/6/68	34c; Block of 4 24c, 3 BJ grilled	Rorke	Triple rate, La Chambre Corres.
Phillipines	Danvers, Mass.	6/10/68	42c; 4 10c, BJ "E" grill	Harmer ND	NY, London & Hong Kong transits
Prince Edward Is.	Boston	1/31/66	5c; 3c, BJ	Cole	Via "Asia" to Halifax, recd 2/10/66
Prussia (Berlin)	Montgomery, Ala.	12/31/64	PCM; 28c, 24c, 2 BJ	Wolf	Eugene A. Smith Corres.
Rome (Papal Sts)	Hamilton Depot, N. Y.	1/65	PCM; 22c; 30c, 2 3c, 2 BJ	Allen	Underpd 4c for double 22c rate. Collect 6 baj for local delay
Russia	?	?	?	Reported for sale	
St. Croix, DWI	Clear Spring, Md.	3/8/67	34c; 3 10c, 2 BJ	by Weill in 1966	
St. Helena	West Tisbury, Mass.	2/3/72	28c; 10c Bank Note, BJ, stamps missing	Wolf	Via St. Thomas, Porto 4 for local delay
Saxony	Rush, N. Y.	?	Bremen Pkt; 15c;	Wolf	St. Helena rec mk 4/2/72
Scotland	Petersburgh, Va.	1/18/68	12c; 10c, BJ	BJ Slide Set	
Spain	New York	2/21/66	Open Mail via England; 5c; 3c, BJ	Siegel 4/24/68	18th day of reduced rate
Sweden	Boston	11/65	PCM; 34c; 24c, 2 5c, BJ	Wolf	"Paid Only to England" 4 Reales due
Switzerland	Bridgeport, Conn.	12/6/67	Bremen Pkt; 19c; 15c, 2 BJ	Allen	Overpd 2c
Trinidad	?	?	?	Haas	
Wales	?	?	Printed Matter, 2c; 1c, BJ	Wolf	No postmarks, no transits, Overpd 1c
Wurttemberg	Wilmington, Del.	9/29/64	PCM; 28c; 24c, 2 BJ	Hubbard	Year date deduced from sailing date
Zanzibar	Salem, Mass.	3/14/64	45c; 30c, 10c, 3c, BJ	Knapp	Via Marseilles, London transits
BLACK JACKS USED ABROAD					
New York	Barbadoes	3/28/65	Printed Matter Rate; BJ	Siegel 4/24/68	"New York Ship Letter 4" cancel
Sacramento, Cal.	Victoria, B. C.	?	10c; 3c entire, 5c, BJ, Vancouver Is 5c	Lewenthal	Wells Fargo cover, Mixed franking
Hartford, Conn.	China, Shanghai	10/15 NYD	Printed Matter Rate; BJ	4/25/71	
New York	Havana, Cuba	1865	BJ	Allen	Prices Current
Boston	Honolulu, Hawaii	11/9/64	12c; Strip of 4 3c, 2 pairs and single BJ	JA Fox 2/26/69	Mss mkg "P Eagle"
Philadelphia	Japan	?	10c; Strip of 5 BJ	Allen	Paid 22c in error, 10c Overpd
Pottsville, Pa.	Callao, Peru	11/14/66	10c; 3 3c, BJ	Wolf	"China and Japan Steam Service"
?	St. Lucia	4/69	5c; pair BJ grilled	BJ Slide Set	N. York. Steamship cancel, Overpd 1c
Baltimore, Md.	St. Thomas	12/13/67	Printed Matter Rate; BJ	BJ Slide Set	Underpd 1c
				BJ Slide Set	Prices Current

TO ARGENTINA BY AMERICAN AND FRENCH PACKETS

Editor's note: This report was submitted by a member who, for security reasons, does not wish to reveal the ownership of the covers described and, therefore, prefers to be anonymous.

In the November *Chronicle* (No. 80) George Hargest discussed the cover carried on the above combined service, and asked if anyone could produce a similar cover showing a credit of 7½c to France.



The cover shown here is not only what he was looking for, but is the actual cover from which Mr. Salles made the supplemental listing to his Tome III of *La Poste Maritime Francaise*. I noticed this cover in a friend's collection but could not find a listing in the Salles' work. A photograph of the cover was sent to Mr. Salles, and the note in *Feuilles Marcophiles* resulted. It bears 18c postage (#98 + #114) to cover the 10c U. S. + 7½c French charges for a letter of ¼ oz. or under.

Beginning in 1860 the French "Ligne du Bresil"—later (1866) Ligne J—carried mail from Bordeaux via Lisbon, Cape Verde Is., Pernambuco, Bahia to Rio de Janeiro. The "Ligne Annexe de la Plata"—later (1866) Ligne K—made the short run from Rio de Janeiro to Montevideo and Buenos Ayres. Both Lignes J and K made one trip a month. This continued until October 1869 when the two lines were replaced with a new Ligne J which provided service from Bordeaux all the way to Buenos Ayres. The cover with the 7½c credit was carried on one of the last trips of the *Aunis* which was the only ship to service Ligne K from May 1867 until October 1869.

Apparently, with the end of the separate service of Ligne K, mail from the United States which was now picked up at Rio de Janeiro by the ships of the new Ligne J, on its way from France to Buenos Ayres, was no longer postmarked with the "cachet de Provenance" to show its origin in the United States.

In the same collection is another cover postmarked Mt. Auburn, Massachusetts, Sept. 21 (almost certainly 1869) franked with two 10c Grills of 1867 and a 2c and 3c 1869 to the same addressee. It was probably carried on the first monthly trip of the new Ligne J which stopped at Rio de Janeiro from 18 to 20 October 1869 and arrived at Buenos Ayres on 26 October. It does not have a "Ligne" postmark. It bears a "15" credit to France marking and a blue crayon 5c as do the other covers.

This is all gleaned from Tome III of the Salles work. If you have never seen the seven volumes of *La Poste Maritime Francaise* you cannot imagine the amount of research that Mr. Salles put into this tremendous work. Not only are all the thousands of markings used on French Maritime mail pictured and valued, but every trip is tabulated by ship with dates of call at each port for all the lines which covered the seven seas.

GUEST PRIVILEGE

LETTER CARRIER SERVICE IN NEW YORK

©Copyright 1973 CALVET M. HAHN

(Continued from *Chronicle* No. 81, page 60)

THE REORGANIZATION OF 1834

Resignations gradually whittled the department down to twelve members in 1832 and 1833; however, the population continued to grow and so did the work load. Action was taken in 1834, when eleven new men were added to the service. The post office was reorganized and the *Williams New York Register* noted there were boxes installed for collections in the upper part of the city. Following the fire in the Merchants Exchange in December 1835 and the subsequent move to the uptown City Hall area in 1836, a branch post office was established at the corner of William and Exchange Place (as reported in the directories of 1837 and 1838) to service the downtown business.

Barnabas Bates, who was assistant postmaster of New York from 1833 to 1836, depicts these two shifts in his *Brief Statement of the Exertions of the Friends of Cheap Postage in the City of New York*, published in 1848:

In 1833, the letter carriers of this city were required to establish boxes in their respective routes for the reception of letters, and to deliver them daily at the Post-office in season to be sent out by the mails, free of expense. This was continued for a few years, but was then discontinued, greatly to the annoyance and inconvenience of the citizens living at a distance of two or three miles from the Post-office. It is understood that the present Postmaster-General has ordered the re-establishment of such places of deposit, but it has hitherto been disregarded. . . . After much entreaty, the Post-office Department conferred upon them [the downtown merchants] the great boon of establishing a Branch Post-office down town, provided they would pay one cent for each letter deposited in and two cents for every letter received from, that office! Rather than be compelled to send to the Park Post-office for the letters, the merchants submitted . . . the revenues at the Branch Post-office proved to be so large that even these gentlemen [Postmaster and Postmaster General], becoming ashamed to tax the merchants so enormously, consented to remit the cent on the letters deposited in the Post-office, but still pertinaciously adhered to the payment of two cents on letters delivered. The income from this source alone, exclusive of the rents for boxes in the Park Post-office, and the cent on free, and drop letters, amounted to the enormous sum of \$16,000 per annum!

The explanation by Mr. Bates tells us that collection boxes definitely were established throughout the city. It also explains the nature of the second occupation of many of the carriers who used their places of business as deposit boxes, particularly the carriers who joined the service in the 1834 period. It is one of the reasons why it is necessary to go through the tedious listings of carrier home addresses. These home addresses were in many cases collection stations for the carrier service. We do not know the number of collection boxes in 1834.

A second point made by Mr. Bates is the fee structure of the Branch Post Office. It is possible to associate specific New York markings with this branch post office, which I believe is the first in the country. Thus those who desire examples of various postal services should have a handstamp from this operation which set the precedent for branch offices. Too, the postal fee was different at this office than it was anywhere else in the U. S. The covers do not generally reflect this difference; however, it is possible to find one that does. Such a cover would be an exhibition piece in any postal history collection. It is not until the Act of March 3, 1847, Section 10, that we find a full authorization for the establishment of branch post offices and this section specifically notes:

. . . no additional postage shall be charged for the receipt or delivery of any letter or packet at such branch post office.

However, the Act of May 18, 1842, which deals with the pay of postmasters and attempts to cut back the excessive incomes at several major post offices does mention branch offices:

It shall be the duty of postmasters at New York, Boston, Philadelphia, Baltimore and New Orleans, and the other several cities of the Union, each and every year hereafter, to render a quarter-yearly account to the Postmaster General, under oath, in such form as the latter shall prescribe, for the purpose of giving full effect to this proviso, of all emoluments or sums by them respectively received for boxes, or pigeon-holes, or other receptacles for letters or papers, and by them charged for to individuals; or for the delivery of letters or papers at or from any place in either of said cities, other than the actual post office of such city; and of all emoluments, receipts and profits, that have come to their hands by reason of keeping branch post offices in either of said cities. . . .

The addition of Isaac M. Tyson to the carrier force in 1834 has already been discussed. Young John C. Shardlow also joined this year. He is first individually listed in *Longworth* in 1836 when he is reported as a letter carrier at 65 Pitt where similar listings were noted for 1837 and 1838. William Boyle also joined in 1834 and was first individually listed in 1835, as a grocer at 99 Delancy, corner of Ludlow. This was probably a collection station as well. He is listed as a carrier in 1834 and 1835. The 1836 directory notes him at the Delancy address, but he is no longer listed in 1837.

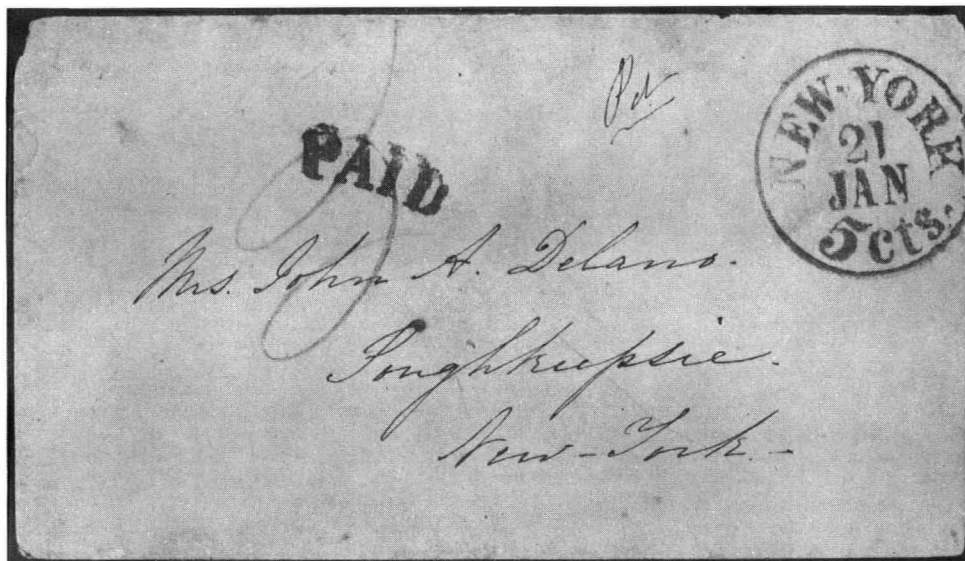
Another new addition was William B. Brown. He is not listed individually in 1833, or 1834, but in 1835 he is reported as a grocer at 52 Bayard, corner of Elizabeth. He has no listing in 1836 or 1837. Presumably he was only a carrier for two years—1834-5.

The Hallett family had an additional carrier in 1834 when Samuel P. Hallett joined. He is first individually listed in 1835 as a carrier at 77 3rd Avenue, a listing he keeps through 1838, the last year checked.

A dry goods man, Joseph P. Smith, also joined the services in 1834. He had operated a dry goods store at 271 Grand with his home at 218 William the year before. He is listed individually as a letter carrier at 218 William in 1834 and at Willett near Grand in 1835. In 1836 he is listed as a grocer and fire brick dealer at 7 Pecks Slip as he is in 1837.

Israel Hatch, who was not listed in 1833, is reported as a letter carrier beginning in 1834. He is so reported through the directory of 1837 but is not reported at all in 1838. Joining the service at the same time was James E. Hyde, a mason who lived at 6 Doyers. He is listed individually as a letter carrier at that address in 1834 and 1835 and then as a letter carrier at 230 Bowery in 1836 and at 82 Suffolk in 1837 and 83 Suffolk in 1838. Another new carrier was John P. Hoff, Jr. who is a letter carrier in 1834 and 1835 according to the post office listing. He is probably the son of Ann Hoff, widow of John Hoff at 29 Attorney in 1833. He is first individually listed in 1835 as residing at 106 Laurens where he is also found in 1836. He is not reported in 1837 at all and probably was not a carrier past 1835.

Another carrier who joined the service in 1834 was John B. McPherson who was a court house officer at 17 Rector in 1833. He is listed in 1834 as a letter carrier at 99 Hudson and then in 1835 at 107 Laurens (108 in 1836 and 106 in 1837) before moving to 40 Macdougall as a letter carrier in 1838. It should be noted that his address in 1835 and 1836 is in the same building or next door to John Hoff, Jr.



7. PRE-PAID CARRIER? This undated envelope has a red 31mm circle NEW-YORK/21/JAN/5cts. (NYC 5, type 8), known only from March 12, 1849 until May 28, 1851, and a curved red PAID. Addressed to Poughkeepsie, N. Y. there is an ink 'Pd' in the handwriting of the addressee and a pencil "2" for an unexplained 2c rate. In New York City the carrier rate to the mails was 1c under the Robert Roberts reorganization of the carriers in January 1849. The fee was reduced to zero by August 23, 1851, although tried experimentally earlier. Thus unless a 2c experiment was also tried, the two cent rate on this cover had to apply to Poughkeepsie, N. Y. Mrs. Delano was too well known for it to be an advertised letter fee leaving the most logical explanation that of a prepaid carrier.

Last, but far from least, of the 1834 crew was Robert Roberts, who was listed as a letter carrier at 27 Oak street in 1834 through 1836 and then as a letter carrier at 123 Orchard in 1837 and 1838. He and his family had been listed for some years previous to his joining the force as saddlers. For example, Robert Roberts, Jr. was a saddler at 173 Chatham in 1827. Roberts rose in the ranks of the letter carrier service and in 1849 was chosen to head the department for its official restoration in January of that year following its dissolution on November 28, 1846. He published an official list of 26 branch offices—chiefly drug stores—on February 3, 1849.

THE CHANGES OF 1836

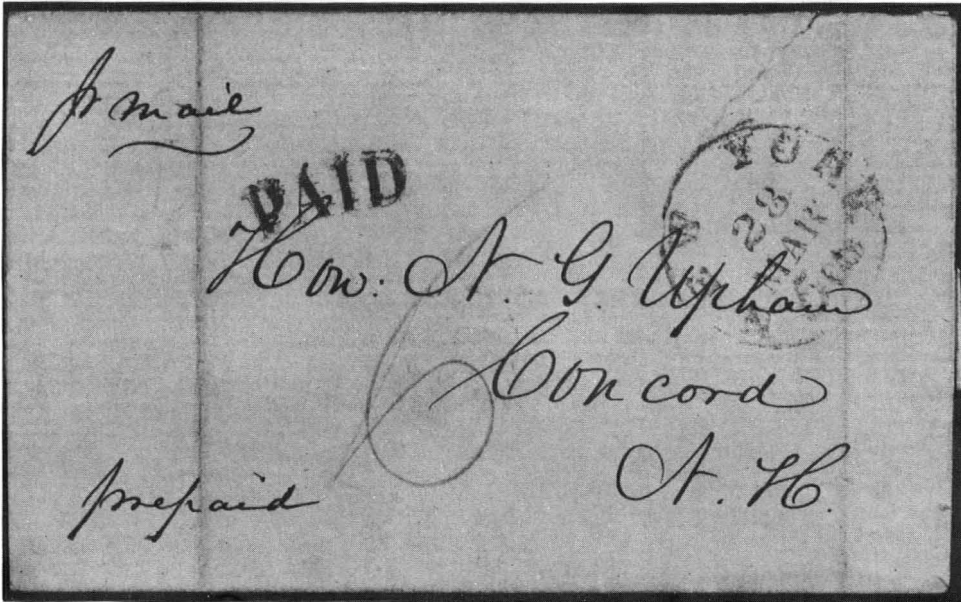
It is apparent from noting the listings of the carriers that a number of the new crop did not survive into 1836. The reason is plain. During the great fire of December 16, 1835, a number of business houses were wiped out along with all their records. The carriers had been extending credit of \$50 to \$150 to these businesses on quarterly accounts—the accounts were due at the end of the quarter, or about two weeks after the fire. As the businesses were ruined in many cases, the carriers could not collect. The amounts represented a very substantial portion of their annual earnings and would discourage them from continuing in the service.

A shift in the financing of the post office in 1836 was another probable cause for a demoralization of the carrier force in 1836. Mr. Page, the new postmaster, was sufficiently

less interested in carriers to discourage the citations about carrier service that had been carried in the New York city directories for years. Alvin Harlow, in *Old Post Bags*, offers an explanation. He notes that box rents in the post office were part of the "perquisites of office" of the postmaster and did not go into the general, and accountable, post office revenue. This income had become so huge by 1842 that Congress passed a law, approved 5/18/42, limiting a postmaster's earnings to \$5,000 a year. New York got a new postmaster, John Lorimer Graham, in 1841. Congress had targeted in on three post offices which had become open scandals because of the large postmaster incomes—New York, Boston, and Philadelphia.

Until 1836, the letter carrier system had operated on (a) historical tradition stemming from the earliest colonial days, (b) the Act of May 8, 1784, Section 28, (c) the Act of March 3, 1825, which restated the authorization to deliver letters to the domicile of the addressee. In 1836 a third change in the letter carrier laws was passed by Congress in section 41 of the Act of July 2, 1836, for the Reorganization of the Post Office. The text of this section is quoted in full in Elliott Perry's chapter on "Carriers and Carrier Markings," p. 165, of Ashbrook's *United States One Cent Stamp of 1851-57*, an essential reference for anyone collecting carrier markings. This act provided for the bonding all letter carriers, and for a maximum fee of 2c on letters to be deposited in the post office, to be paid at the time of receipt of the letter. It also provided for a maximum 2c fee for letters delivered by carriers. The receipts from the fees were to make a fund to compensate carriers.

The Act of 1794 definitely made the letter carriers post office employees and thus the bonding instructions of the Act of 1836 probably were not an innovation although I have not previously found specific instructions on the bonding of carriers. Both the act of 1794 and the one of 1825 provided for domicile delivery of the mails; however, such delivery had gone on since early colonial times. The major addition of the Act of 1836 is the authorization for carrier pick-up of letters.



8. PREPAID CARRIER COLLECTION FEE. Red 29mm NEW YORK/28/MAR/5 cts. (NYC 5, type 4) and curved red/PAID on letter to New Hampshire of 1851. The writer noted on the cover "pr. mail" and "prepaid." A pencil 6 was put on by the carrier to show he received six cents to cover his rate and the 5c intercity rate. This is the "1c collection fee" authorized by Robert Morris in his notice of January 1, 1849, shortly before he appointed Robert Roberts to reorganize the letter carriers. Arthur Bond, who examined this cover, concurs in this analysis.

It was always true, of course, that you could catch a letter carrier on his rounds and hand him a letter for delivery. Legal authority goes back to colonial days and is specific in the Act of 1794. The way fee covered the situation. The fact is that letter carrier pick-up of letters was done prior to the Act of 1836. The New York City post office reorganization of 1834 specifically provided for "installing boxes for collection in the upper part of the city."

The problem of pick-up involves payment for the service. Would it be done for fee or free? The Act of 1836 made it clear that a fee for picking up the letters was involved. It is probable that a charge existed previously. To prepay,—and who among the carriers would be foolish enough to accept a letter without prepayment unless a charge account existed?—a pick up location was needed. If the carrier addresses are plotted on a map for any given year, it will be seen that they cover a diversity of locations. Their homes would be logical pick-up points. While prior to 1834, Mr. Davie's habit of listing himself with a business address suggests that he was an early pick-up station. With the 1834 addition of boxes for collection came a series of new carriers. Three or four of them had professions that sound suspiciously as though they would serve as box locations—two grocers, a dry goods store, and a mason.

Harlow in *Old Post Bags* makes two pertinent references to the problem of carrier pick-up of letters. First, he notes that in 1825 an arrangement was sanctioned that permitted merchants to have their mail delivered at a certain store instead of having to go to the post office for it. Undoubtedly the Act of 1825 was involved in the change. However, it had been legal and normal practice previously to deliver letters when the addressee was known and no instructions not to deliver were given. Thus the advantage seems to have been a substitution of first day delivery for delayed delivery or box service. More importantly, Harlow also reports that the post office department sanctioned the placing of a letter box in a building at Chatham Square from which carriers collected mail and took it to the post office. This is the first reference to carrier pick-up of mail.

There is no reference in the city directories of the period to this service, nor is a branch office mentioned. However, several carriers live in the area. J. S. Reynolds is on Bayard at various addresses just a block or so away. Michael Noe is at 39 Pump which runs between Orange and Division and is in the Chatham Square vicinity. Because of the peculiar listings of the Noe family, where the younger members are listed but no address is shown, it is more likely that one of them ran the letter box from the house.

To summarize: while the Act of 1836 did provide for both pick-up and delivery by letter carriers, it is probable that these functions had been performed in New York at least as early as 1825 and possibly as early as Mr. Davie's employment. Too, it is also logical that each carrier would accept letters at his home and take them to the post office so that in a limited sense pick-ups go back into the dim Colonial past. A reasonable hypothesis might be that each carrier home was also a box. This is particularly likely after the 1834 revamp of the post office when store owners were also listed as letter carriers.

IDENTIFICATION OF CARRIER COVERS

The extent of the carrier service prior to the Act of 1836 makes it clear that in New York at least, a large number of the known stampless covers must have been domicile-delivered by carriers prior to the first handstamps recording carrier service. This fact has not hitherto been recognized. Similarly, it is not a matter of common philatelic knowledge that a number of cities had a history of early (pre-1840) carrier service and therefore that there are a number of hitherto unrecorded carrier service covers associated with them.

A cursory check of pre-1840 carrier service shows that in the three largest American cities—New York, Philadelphia, and Boston—the service goes back into the 18th century. Boston had carrier service as far back as 1639, even 40 years before an official post office was established, and this was confirmed under the 1692 Neale Patent. There is no reason to assume carrier service was ever abandoned, although I was unable to find a penny post letter carrier listed in the 1789 Boston city directory. Local collectors are aware of the scarcity of the private locals in Boston and the relative weakness of the private locals compared with the other two major cities, even in the 1850's. Too, many of the letters carried by the Independent Mail operations such as Hale, American Letter Mail, and Overton, carry notations for local delivery fees of 2c which almost certainly were those of the Boston carriers. There were at least four carriers in the penny post system in 1837 and this expanded to six in 1847 and eight in 1848, under the aegis of Edwin C. Bailey who headed City Delivery from 1846 to late 1848, before his replacement by James H. Patterson who had headed the Boston Parcel Post at 23 Sudbury, a private local.

While Boston apparently had a penny post in its early days, it is doubtful if there was one in the last days of the colonial period—a situation that may have continued right to the end of the 1700's. One piece of evidence is the *Journal Kept by Hugh Finlay 1773-74*, pg. 29-30. There, Finlay comments upon the Boston office as it was on October 14, 1773,

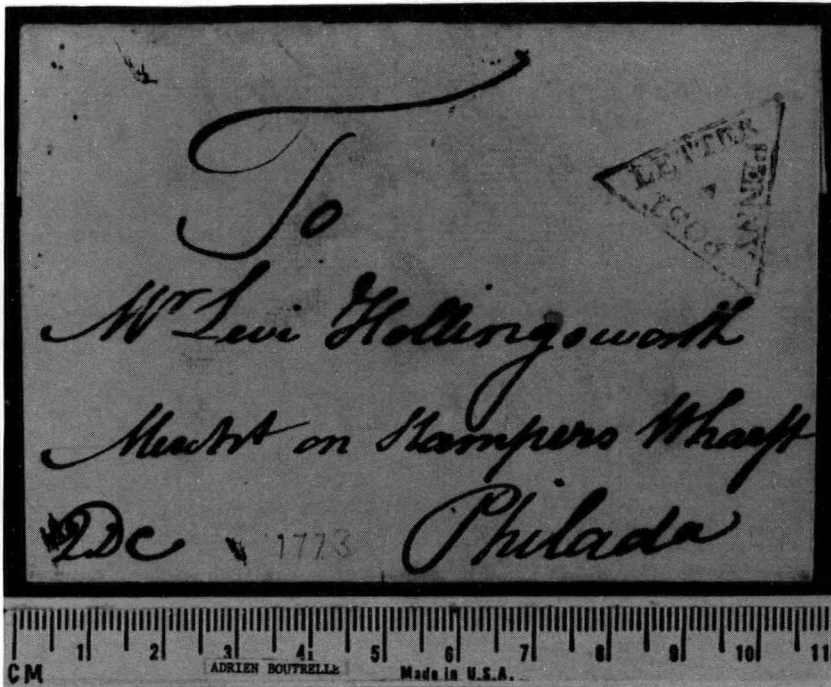
There's no runner employ'd at this office; one wou'd be useful. The riders have no Post horns.

By this remark he surely meant there was no "penny post" carrier as of that date. The situation was quite different in Philadelphia, America's largest colonial city. There, Franklin had introduced both the advertising of letters and the penny post in 1753. During the month of July 1762, William Bradford's *Pennsylvania Journal* carried the following notice from the postmaster who was Franklin's cousin:

The lad who was lately employed at the Post Office as Penny Post having run away, the gentlemen who expect letters are requested to call for them until a suitable person can be procured to carry them. WILLIAM DUNLAP.

Knowledge of the colonial Philadelphia penny post's existence has led to a nasty philatelic situation. Apparently genuine colonial correspondence has been tampered with to create new rarities, Philadelphia penny post covers. At least two such covers are reported in the holding of an important eastern collector who quite rightly called attention to the probability of their being forgeries.

The added marking is a red 28mm triangle reading: PENNY/POST/LETTER with a tiny triangle in the center as illustrated on the letter sheet here. Both reported letters are addressed to Hollingsworth in Philadelphia and both are supposedly dated 1773. One is on a correspondence from "Elk 22 August 1773" and the other is just an outer wrapper. The town of Elk is the "Head of Elk" located on the post run from Philadelphia to Annapolis. Detailed analysis of why these should be considered forged additions is not offered here as it is feared other items are now being circulated, with added markings even being inserted into archival copies to boost authenticity. An exposé of detection methods might lead the perpetrator to correct his failings, therefore, only the appropriate people have been supplied with such identification detail.



Purported Philadelphia Penny Post cover from 1773. This outer leaf has a red handstamped PENNY/POST/LETTER added to make a great philatelic rarity, from an ordinary colonial outer leaf address sheet.

(To be continued)

U.S. Postal History

— ON and OFF COVER —

SPECIAL EMPHASIS ON:

3c 1851 & BANK NOTES to 1890

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

Old Pueblo Stamp Shop

6666 East Broadway
TUCSON, ARIZONA 85710

U.S. 1851

U.S. 1890

FANCY CANCELS

BOUGHT and SOLD

ASK FOR A SELECTION OF
OUR APPROVALS. WE ALSO
STOCK EARLY U.S. COVERS.
WHAT DO YOU NEED?

U.S. PHILATELICS CO.

Box 42818
Evergreen Park, Ill. 60642

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 81

The cover presented in the previous issue and shown here as Figure 1 provoked some spirited comment and several plausible explanations. Solutions were received from Cliff Friend, Ken Whittle, and Dick Graham.



Figure 1

A popular theory—supported by Cliff Friend, Joseph Rorke (the cover's owner) and others—is that the 6c in stamps represents the private ship letter rate for a single letter. A provision in the Act of March 3, 1863, (effective June 30, 1863) established double letter rates for private ship letters. Regulations permitted this rate to be prepaid by stamps. When such a letter was forwarded, the single letter rate of 3c would, of course, apply. There are, however, serious objections to this analysis, as will be detailed later.

Ken Whittle has offered an ingenious explanation, based on the docketing on the reverse, which reads "Arrived via Johnson Aug 5th." The Johnson postmark, applied when the letter was forwarded, is dated AUG 6. Mr. Whittle speculates that a representative of the addressee picked up the letter at Johnson on the 5th, removed a portion of the contents (reducing the weight to $\frac{1}{2}$ oz. or less), made the docketing notation and remailed the letter on the 6th. Although this theory is tempting, I think the discrepancy between Aug. 5 and Aug. 6 is an inadvertent error. The person who wrote the forwarding address cannot have made the docketed notations, because the handwritings are quite dissimilar.

Dick Graham, who has a wide knowledge in this field, has discussed this cover extensively at my request. I'm very grateful for his detailed comments, which are quoted at length as follows:

The cover seems fairly straight forward—except there are three possible answers which the rate and markings on the cover could fit.

Many collectors would like to call this a prepaid steamboat or ship letter. After July 1, 1863, these two categories were combined, and postage was double rate. In either case, the usage was that of a letter handed in at the post office by a non-contract ship or steamboat; by "non-contract" is meant that the vessel did not have a mail-carrying contract. It was required for such letters, when handed in at the post office, to be marked SHIP or STEAM (or STEAMBOAT, which means the same) to identify them so that they were correctly waybilled, and also to justify the

collection of the double rate, which was seldom prepaid. While ordinary domestic letters were at that time required to be prepaid by stamps, SHIP or STEAMBOAT letters were acceptable unpaid and mailed collect.

As may be noted, the subject cover does not bear either a SHIP or any other form of marking declaring it to be a steamboat letter. Had the cover been a ship or steamboat letter, the 6c prepaid rate with but 3c required to forward would fit the situation. Yet, there are objections. The letter bears no such mark to indicate such an origin. John Parker, then New Orleans postmaster, was something of a stickler for regulations, if covers owned and seen by this writer are any criterion, and covers from New Orleans at this time often bear "due" markings, evidently for overweight, and unpaid or partially paid ship letters or steamboat letters are marked "Ship" or "Steam". Against this is the fact that we have seen instances (though not connected with New Orleans) where prepaid letters which obviously, from their route or other evidence, must have been ship or steamboat letters, bore no marking to indicate such origin. Except to comply with regulations, there was no real reason that such letters, when fully prepaid, required such a marking, as there was no collect postage needing justification.

The cover originated at Port Hudson, Louisiana, with a dateline of an enclosed letter of July 22nd, 1864, and a heading of "Medical Directors Office." Probably, it was a soldier's letter or at least, from someone associated with the military, Port Hudson being in Federal hands at this time.

There is still one other factor. Military and naval mails of the Civil War, on the Mississippi and elsewhere, normally had their own channels such as the military communications system. Ship and steamboat letters are virtually unknown in this connection by as late in the war as mid-1864. Soldiers' communications home were often quite voluminous, and double or triple weight letters are not uncommon. Soldiers sending letters downriver to New Orleans via the military mail system would have no opportunity to get an accurate weight on a letter, and overpayments were probably quite common—but certainly not as common as partially paid, due letters!

Lastly, the only reason for a soldier to give a letter to a clerk of a non-contract boat was to save time—with four days between letter dateline and New Orleans postmark, no time seems to have been saved. The distance from Port Hudson downstream to New Orleans was but a matter of some hours for a reasonably fast boat.

We noted above that there were other possibilities for the 6c prepaid in stamps and the 3c required for forwarding the cover in Vermont. The simple explanation is that the cover was merely overpaid; as we noted, soldiers' letters had to be subject to much guesswork concerning weights and rates. But there is still another possibility: that the letter was indeed double weight, but the postmaster at Johnson, Vermont, who forwarded the cover, didn't bother to charge the extra rate. The late George Slawson often related cases of Vermont independence to the writer, citing as example the fact he had never seen an 1857 stamp refused recognition by a Vermont postmaster, even after these stamps were demonetised in 1861!

To sum up, the cover could be any of the three possibilities, but this writer does not feel it "cricket" to term the cover a ship or steamboat letter without better evidence, especially when the cover could as readily be a far less exotic usage.

Although no absolute solution for this cover can be determined, the most likely explanation—the one with the fewest inconsistencies—seems to be that it was overpaid. This view appears somewhat strengthened by a passage near the end of the enclosed letter:

My health continues fine. On the whole I think the harder I work the better I feel.—But must close, as soon the mail will close—for N. O.

The suggestion conveyed is that some organized military mail system ("the mail will close") was involved, rather than the happenstance of a private ship headed downriver.

Another quotation from the letter may be of interest. The writer (the letter is to his father) mentions that he has had the responsibility of acting as Medical Director for the whole Corps—far exceeding his assigned position. He explains how several regiments are being reorganized and consolidated and many officers reassigned:

Col. Clark of the 79th is sick and is soon to return home, doubtless to remain, as he is unfit for service either sick or well. I tell you that there is a great sifting and weeding out of incompetent and unworthy officers which is much wanted. Genl. Banks in his haste to gain friends and popularity commissioned every body and his son in this Corps and they have now turned upon him with curses and *he is dead militarily* to all sense and purpose.

PROBLEM COVER FOR THIS ISSUE

The cover shown in Figure 2 was furnished by Dr. James W. Milgram. The folded letter is headed "Mansfield 29 July 1828." It is postmarked in red

"Cleveland, O/AUG 6" in double-lined box. The address, "Free/M. Bartley" and "Way" are all written in black ink. The other markings—"ford from Cd.," "60 Days expired/July 26," and "12½" are in red. The last paragraph of the letter reads "Not knowing where to direct this, or rather not knowing where you are at this time I will direct it to your brother in Cleveland with a request that he send it to you. . . ."

There are several questions regarding this cover—what is the significance of the various markings? Is it a genuine way letter; if so, why no 1c way fee? On what basis was the letter franked? Why was the frank not recognized?

This is a most intriguing and satisfying puzzle; I am curious how many will solve it at least in part.

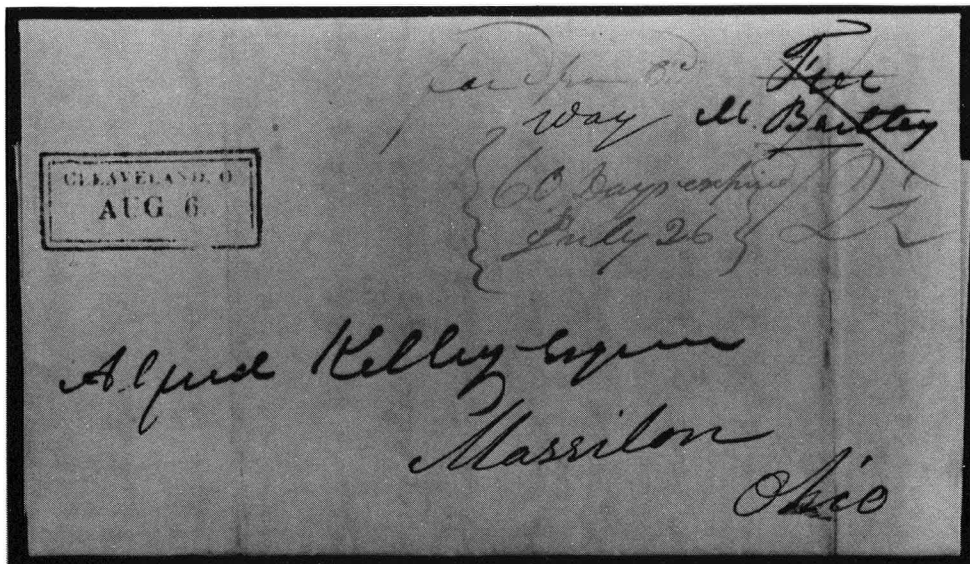


Figure 2

Old U.S. Covers Are My Specialty

Write for My Free Special Lists
The 1971 Revised

AMERICAN STAMPLESS COVER CATALOG

BIGGER - BETTER - COMPLETELY REVISED PRICING

Hard Cover, Postpaid\$10.00

E. N. SAMPSON

BOX 592, BATH, N.Y. 14810

CLASSIFIED ADVERTISING

WANTED: Pat Paragraphs Nos. 1-23 incl. Must be in good condition. Write: Leon Hyzen, Box 256, San Clemente, CA. 92672.

COVERS: Postmarked from our 11 Western States and Dakota before 1890. Have duplicates and other covers carrying #10, 11, 25 & 26. Will trade or buy. Harry L. Fine, 2114 E. Balsam Ave., Mesa, Arizona 85204.

FOR SALE: 1c 1851-57 ISSUE: #9, Pos. 7R1L—Lt. canc., stains—\$13; #9, Pos. 8R1L, bright color, just touches at top, 3 large margins—\$20. #9, Pos. 9R1L, Lt. pen canc., 3 marg.—\$18. #9, "1857" Yr. date canc.—\$35. #24, Blue Balt. PAID, ink thumb print—\$15. #24, Red carrier, Pos. 38L9, in at bot.—\$10. #24, top row copy, beauty—\$12. #24, vert. pair, pen canc., sharp impress. & color, in at left—\$16. Satisfaction guaranteed—returnable for any reason. What do you need? Leon Ausprung, 3 West Court, W. Beacon Hill, N. Wilmington, DEL. 19810.



Your Best Interest Is Our Best Interest

It is of the utmost importance to H. R. Harmer to do an outstanding job for you when you decide to sell your collection. Only by turning in a top performance in disposing of your holdings through Harmer auctions or by Private Treaty can the H. R. Harmer organization maintain its position as Number One in the prime philatelic market places of the world.

Write or telephone for complete details of the Harmer Method.

H. R. HARMER, INC.

The International Auctioneers

6 WEST 48TH STREET, NEW YORK, N. Y. 10036

(212) 757-4460

RECOGNIZED

Roger G. Weill

407

ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS