

August 1974 (No. 83)

THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

August 1974

Volume 26, No. 3

Whole No. 83

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of the U. S. Classic Postal Issues

August 1974

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IN THIS ISSUE

IN MEMORIAM—LESTER L. DOWNING	133
REPRINT BONUS	
110 Years Ago	134
Timbromanie	134
THE 1847-51 PERIOD	
The Hurlbut Discovery, <i>by J. Wesley Joslyn</i>	138
Wheeling Grid Covers, <i>by Creighton C. Hart</i>	140
Discrepancies in Cross Border Rates, <i>by Creighton C. Hart</i>	142
THE EDITOR'S PAGE	
Review: <i>The Encyclopaedia of British Empire Postage Stamps, Volume V</i>	143
THE 1851-60 PERIOD	
Three Cent 1857 Perforated Stamps from Plate 10, <i>by Thomas J. Alexander (Continued from Chronicle 81)</i>	144
What is the Earliest S5 Date?	146
Complete Panes and Reconstructions	147
Corrections—Neinken One Cent Book	147
1c Reprint of 1875	148
More on North Amherst, Mass.	148
Plating Charts for S4 and S5 Imprints	148
THE 1861-69 PERIOD	
Editorial	149
Plate Variety of the Twelve Cent 1861 Stamp, <i>by Roland Rustad</i>	149
The John Wilkes Booth Covers	150
The Free Frank in the 1860s, <i>by Richard B. Graham</i>	152
THE 1869 PERIOD	
Two Interesting Covers from Yokohama to Lyons, <i>by Millard H. Mack</i>	158
Important Discovery	160
1869 Blocks	161
1869 Notes	161
THE BANK NOTE PERIOD	
An Important Bank Note Collection	163
RAILROAD POSTMARKS	
Railway Mail Service History	168
General: Association Material	170
Remele Period	170
Towle-Meyer Period	171
THE FOREIGN MAILS	
An Unusual Route to England, <i>by Walter Hubbard</i>	174
Paid to Bremen, <i>by Charles J. Starnes</i>	176
The Holes in the List, <i>by Paul J. Wolf</i>	177
Erratum	179
Exchange Markings on Mail to B. N. A., <i>by Susan M. McDonald</i>	179
GUEST PRIVILEGE	
Letter Carrier Service in New York, <i>by Calvet M. Hahn</i>	181
(Continued from <i>Chronicle 82</i>)	
THE COVER CORNER	
Answer to Problem Cover in Issue No. 82	187
Problem Cover for this Issue	191
Writing on Covers	191



IN MEMORIAM

LESTER L. DOWNING

1889-1974

How swiftly the sands run—this phrase usually accompanied the notice of the death of a member during the 17 years Lester Downing was editor of *Chairman's Chatter*. It must now—with special poignancy—be applied to him. On the morning of July 25, 1974, he died at Concord, Mass., following an operation the week before; he had, however, been in failing health for a long time.

Lester Downing was born in 1889 at North Cambridge, Mass. He received an engineering degree from M. I. T. in 1914. Following service in World War I, he was associated with Crowell & Thurlow Co. at Boston in the field of ship design until his retirement many years ago.

Lester first began collecting as a boy and returned to the hobby in maturity. He joined the 3c '51-'57 Unit in 1949, a year after its founding. His main collecting interests were classic U. S. and British America, but within those areas his tastes were catholic. As a student of Dr. Carroll Chase he built an outstanding collection of the 3c 1851 stamp. His collection of early U. S. railroad covers was also noteworthy. His professional skill as an artist and draftsman enabled him to draw maps, postal markings, and the like, to enhance his own collection and—more characteristically—the album pages and writings of others. His devotion to postal history developed and strengthened. His contributions have been significant, especially in research on all aspects of foreign mail to and from the U. S. His studies of transatlantic mails and related services have brought out many original discoveries and helped stimulate the explosion of information in this field in the last decade or so.

For a quarter century Lester Downing and U. S. P. C. S. have been inseparable. He has served the Society in countless ways over the years, as Vice-Chairman 1950-52, as Director 1957-68, and in many other tasks, such as auditing the treasurer's reports and serving on various committees. His major contribution was, of course, his light-hearted and humane editorship of *Chairman's Chatter* from 1950 to 1967, making it a strong factor in the Society's growth and in the development of friendship among its members.

The 1962 Chase Cup was presented to Lester Downing for his efforts on behalf of philately of the 1851-60 issue (particularly his work on photos of the Chase 3c plates, and in the sale of the Chase study material), and for his conscientious service as *Chatter* editor. The September 1973 issue of *Chairman's Chatter* (#78) was dedicated to him and reprinted many of his witty aphorisms.

These details cannot, however, convey the essential qualities of mind and heart that will make Les Downing sorely missed:—his generosity in sharing information; his eagerness to learn and accept new ideas; his enthusiasm for research and discovery; his active encouragement of new and younger members; his self-effacement and modesty; his warm uncontrived friendliness; these traits—and more—make Lester Downing a philatelist and friend to cherish in remembrance:—

*A gentle man on Earth,
And gentle 'mid the Shades.*

S. M. McD.

**REPRINT
BONUS**

110 YEARS AGO

Editor's note: Our 1869 section in this issue announces the discovery of an important research source that bears directly on classic U. S. stamps and postal history. The first 12 volumes of Holbrook's *United States Mail and Post Office Assistant* have been located, complete and intact. The newly-discovered run comprises every issue of this monthly newspaper, from its inception in October 1860 through September 1872. Many of the issues contained in this run had up until now been thought not to exist.

To celebrate this happy event, we are reprinting an article that appeared in the September 1864 issue—110 years ago. It is one of the earliest known write-ups, published in the U. S., dealing with what was then regarded as a "weak and puerile mania"—philately. The illustrations are taken from a combined album and catalogue published by J. W. Scott Co. about 1870. The reprint follows:

TIMBROMANIE

Do not be alarmed, reader, at the high-sounding word we have chosen as a heading to this article; for in these days when a common conjurer must call himself a "prestidigator," and a traveling circus must denominate itself a "hippotheatron" in order to attract attention, certainly the writer of an article on the rage for postage stamp collecting will be pardoned for using the French term, and calling it timbromanie. Comparatively few persons in this country, probably even those engaged in this enticing pursuit, are aware to what an extent the mania for the acquisition of postage stamps is carried on abroad, especially in England and on the continent; and in the hope of enlightening these, as well as presenting a few facts that may be interesting to the general reader, we produce this article.

As literary representatives of stamp collecting, there have already appeared in Europe, twenty-three different publications, as follows: of descriptive catalogues of stamps, seven have been published in England, three in France, one in Belgium, and one in Holland. Of stamp albums and other kindred works, three in England, two in France, and one in Belgium. Of stamp magazines, three in England, one in Belgium, and one in Saxony. Of the catalogues and albums there is hardly one which has not reached a second or third edition; and the catalogues of Mount Brown, the first published and now acknowledged as "the standard," have even reached a fifth. Of the periodicals, the *Stamp Collector's Magazine*, commenced in February, 1863, published at Bath by Stafford, Smith & Smith (who, by the way, are the largest stamp dealers in the world, and style themselves "Foreign Stamp Sellers to H.R.H. the Prince of Orange") is the oldest and most important. *Le Timbre Poste* of Brussels, and *Magazin für Briefmarken-Sammler* of Leipzig, are of interest only to continental collectors.

From the fact alone of so many publications of this character having made their appearance, and from the support they have received, may be derived some idea of the extent and prevalence of timbromanie in Europe. The number of different stamps in existence at present is some 2500; ranging in value from the common ones at a penny each, to the rare specimen lately advertised for sale in the *London Times* for the sum of twenty guineas. When it is borne in mind that twenty English guineas amount to considerably more than two hundred dollars of our "greenbacks," this last item may perhaps be appreciated. Collections are often advertised and sold at prices varying from £5 to £150, according to the number and condition of the stamps. Says the editor of the *Magazine*: "Should such an Utopian consummation as a complete collection of postage stamps be ever attained, it would be cheap at two hundred guineas."

The maxim that wherever there is a demand there will be a supply, is verified in the case of stamp collecting. Stamps that before the mania commenced it was almost impossible to obtain are now to be had almost for the asking.

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IS A 16 PAGE MAGAZINE

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And is acknowledged by all to be the most beautiful Magazine ever printed in Europe or America. See opinions of the Press concerning it.

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Do you know the Nationality of every Stamp? The *American Journal of Philately* gives a Table, with which the youngest collector can find out to which country a stamp belongs in a few minutes.

Do you know that there are many stamps that you can easily get that are worth \$2.00 or \$3.00 each? By reading *The American Journal of Philately*, you will learn the value of every stamp.

Do you want to buy Stamps at the very Lowest Prices? Dealers always advertise their stamps at their lowest prices in *The American Journal of Philately*. Stamps that are marked at 85 cents the set, in the different price lists, are advertised in the Journal at 25 cents the set.

Do you wish to get a Sample of all the New Stamps as they come out? By subscribing *The American Journal of Philately*, you have a different one given you every month.

Do you want to know Genuine from Counterfeit Stamps, and everything connected with Stamp Collecting? If so, subscribe at once to *The American Journal of Philately*, you will get full description of Counterfeits, and the Editor will give you any information you desire concerning Postage Stamps.

Do you wish to be a Dealer? If so, read *The American Journal of Philately* and learn how dealers do business.

PUBLISHED BY

J. W. SCOTT & CO.,

34 LIBERTY STREET,

N. Y. CITY

Advertisement for a stamp magazine (c. 1870), complete with give-aways and color printing.

In fact, there is hardly a stamp in use at the present time in any part of the globe, that cannot be easily procured from the large dealers at a slight advance from its face value. The rare stamps are only those of old issues, "essays" and "proofs," whose value is proportionate to their rarity or good condition. For these, enormous prices are frequently paid. At the beginning of the mania, any stamps were eagerly sought, though having been used. But at present the "immaculates," or those which have never been cancelled, are chiefly desired. As an illustration of how great a business the traffic in stamps has become, we may mention the fact of our having counted in a recent issue of the *Stamp Magazine* the advertisements of no less than one hundred and thirty different firms and individuals having stamps for sale; most of these being in England. Also the

CATALOGUE

Of every Stamp Issued.

The prices annexed are those at which the stamps can be bought of

J. W. SCOTT & CO.,

34 Liberty Street,

NEW YORK!

UNITED STATES.

1845. Official Local Stamps.

	New.	Used.
*5 cents, New York, Head Black.		50
*5 " St. Louis, arms, black		
*10 " " " "		
*20 " " " "		
*5 " Providence, name black		
*10 " Brattleboro' initials buff		

1847. U. S. Post Office.

*5 cents, Franklin, brown.....	25	5
*10 " Washington, black.....	1 00	33

1851. Head in Oval.

1 cent, Franklin, blue.....	2	2
3 cents, Washington, red.....	3	2
*5 " Jefferson, brown.....	10	8
*10 " Washington, green.....	8	3
*12 " " black.....	10	5
*24 " " lilac.....	15	10
*30 " Franklin, orange.....	25	15
*90 " Washington, blue.....	75	

1861. Carriers Stamps.

1 cent, Franklin, blue on pink....		
1 " Horseman, black.....	25	
1 " " red.....		
1 " Eagle, blue.....	10	10

1861. U. S. and value in corners.

1 cent, Franklin, blue.....	2	1
Washington, red.....	3	1
" Jefferson, brown.....	6	2
10 " Washington, green.....	12	2
12 " " black.....	15	2
24 " " lilac.....	30	4
30 " Franklin, orange.....	35	4
90 " Washington, blue.....	\$1 10	20
2 " 1863, Jackson, black....	3	1
15 " 1866, Lincoln, black....	18	2

* There are three varieties of each of the St. Louis stamps.

1869. Various Designs.



1 cent, buff.....	2	
2 cents, brown.....	3	
3 " blue.....	4	
6 " blue.....	8	
10 " yellow.....	12	1
12 " green.....	15	2
15 " brown and blue.....	18	2
*24 " green and purple.....	30	5
*30 " blue and carmine.....	36	10
*90 " black and carmine.....	1 00	
1 " 1870, Franklin, blue.....	2	1
2 " " Jackson, brown....	3	1
3 " " Washington, green....	4	1
6 " " Lincoln, red.....	8	1
10 " " Jefferson, light b'n....	12	2
12 " " Clay, dark purple..	15	2
15 " " Webster, orange....	18	2
24 " " Scott, purple.....	30	
30 " " Hamilton, black....	36	
90 " " Perry, carmine....	1 00	

NOTE.—The extra price charged for current stamps are our commission for buying and forwarding same.

Newspaper Stamps.

Very large stamps head of—

5 cents, Washington, blue.....	10
10 " Franklin, green.....	25
25 " Lincoln, red.....	50

The entire United States (except stamped envelopes) in an early catalogue. Note that no distinction was made between imperforate and perforate stamps of the 1851-61 issue.

advertisements themselves of the large dealers; such as "10,000 foreign stamps wanted, lowest price per thousand to be forwarded to—," "250,000 foreign stamps for sale," etc. Thus it would seem that—as certain learned and illustrious English journals choose to call it—"the weakest and most puerile of manias," increases and flourishes, in Europe at least, to a remarkable degree.

In our own country the mania prevails to a considerable extent, though by no means as much as in Europe. Two stamp catalogues only have as yet made their appearance; that of Kline issued early in 1863, and that of Sever & Francis issued a few months later. The Kline catalogue has, however, reached a record edition. Against both of these it is affirmed, we fear with too much reason, that they are unacknowledged transcripts of the original English catalogues. A postage stamp album has also been published by the Appletons. An attempt was made at the beginning of the present year to establish a monthly stamp

magazine at New York, but was relinquished from want of support. The number of stamp dealers is as yet quite small, probably not numbering more than twenty at the most, situated in New York, Boston, Philadelphia, Montreal and Halifax. These generally import their stamps from the large English dealers, and retail them to private collectors. We may here remark that as a natural consequence, stamps sell for higher prices here than abroad.

Thus even in America, where stamp collecting is yet in its infancy, it has already attained some recognition, obtained some followers, and attracted some notice and attention. Of its opponents, and of the arguments that are shown in its favor, we have nothing to say. It may be a "weak and puerile mania," and again it may not. Every one to his own opinion. Be the fact as it may, this article is produced in the simple hope of its being interesting to all who have any interest in stamp collecting; both to the dignified opposer of timbromanie, who, perchance, may sneer in derision as he reads of any one's appropriating twenty guineas for a single postage stamp, and to the infatuated follower of the alluring pursuit, who, doubtless, may envy in secret the possessor of so rare a specimen.

List of Albums.

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11

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THE PHILATELIST'S ALBUM

FOR

AMERICAN AND FOREIGN POSTAGE AND REVENUE STAMPS.

The publishers wish to call particular attention to this work. It is six times the size gives ten times the information, and is got up in better style than any album that has ever been published under \$3 50.

It contains a complete enumeration of all the postage stamps with dates of issue, &c., &c., also, gives a correct list of all United States and Canadian Revenue Stamps. It is the only album for Revenue Stamps that has ever been published. It is printed on good paper, and ruled to fit the stamps containing space for nearly 6,000.

Illustrated boards, \$1 00. Cloth, gilt lettering, &c., \$1 50. Post free 10 cents each extra

Price list of albums published by J. W. Scott Co. about 1870. These illustrations have been taken from "The Philatelist's Album" listed at the bottom. The term "philately" was first proposed Nov. 16, 1864, by M. Herpin.

THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

THE HURLBUT DISCOVERY

J. WESLEY JOSLYN

Editor's Note: This is the first article by a non-collector to appear, yet his enthusiasm for a philatelic find shines as brightly as if one of us had made the discovery.

My following article "The Wheeling Grid Covers" has additional information.

In 1930 the late Frank A. Juckett, J. Walter Juckett, and the present writer, J. Wesley Joslyn, took over the rebuilding of a paper mill in South Lee, Massachusetts, which had been out of operation for some years. Besides the mill, the property included several houses and a brick building which had been the general store and post office of South Lee, as well as the office of Owens & Hurlbut, the owners of the paper mill dating from the year 1805.

This building had not been used for some years except as a playhouse for the village children, so it was very exciting to discover four large cases of early correspondence in the attic.

At this point, I might add that the many philatelists in Lee, Lenox, Stockbridge, and Great Barrington were greatly dismayed to think of these cases lying there for years wide open like the book—"Acres of Diamonds."

I was given the job of examining and deciding what was to be done with these buildings. When I looked over the old brick store, with the doors and windows off, debris and mess covering the floors, it seemed like an impossible task. I noticed a trap door at the top of the second floor stairway leading to the attic and on the spur of the moment sent a young assistant, Harold Bates, to the paper mill for a ladder.

Pushing up the trap door disclosed some jars and bottles, plus other antique items, and then four wooden cases. These were well packed and the covers tightly nailed. Once again Bates was dispatched to the mill for hammer and nail puller. When Bates returned this time, he was accompanied by Frank A. Juckett, President of the new company, Mrs. Juckett and my wife.

With a cover off, an unusual sight appeared—small bundles about 4½ x 7 x 6 inches thick of correspondence were packed with thin cedar boards top and bottom, tied by a ribbon.

When a couple of these bundles were taken back to the office, they became very interesting to Frank Juckett as some of the letters were written by fathers or grandfathers of men Juckett knew well. This prompted Mr. Juckett to send Bates over to the cases to read more letters that might be of interest after so many years.

At this point, no thought of old stamps had occurred.

But!! The explosion soon came!!

Bates came dashing back to the office shouting: "Can I keep what I find?"

"What did you find?"

"Stamps, old stamps!!!"

Examining a few stamps caused the cases to be put under lock and key at the main paper mill office.

At this point it should be brought out that this correspondence was put through the mail without envelopes, carefully folded, sealed with sealing wax, addressed, stamped or marked free or paid. Cancellation was usually done by a burnt cork having had bars cut in its surface. Many special cancellations were used such as pony express, ox cart, steamboat, etc.

Not all letters bore stamps, which made it more exciting.

Letters were examined for interesting items such as: one sent from Massachusetts stating that more rags for papermaking would arrive on the next trip by ox cart; an exciting letter from Jenny Lind, the Swedish nightingale, saying that the Hurlbut writing paper was the best she had ever used and

wished another shipment. Many other letters of interest to the paper trade were found.

Every once in a while a stamped letter was found and collected in a shoe box. At this time I would point out that due to the method of wrapping and packing, these letters were clean, not faded, and the stamps were clear and bright.

A stamp catalog was purchased and a brief study made, indicating that a followup should take place.

Five stamps were taken to a dealer who showed interest in them, especially a 10c Washington, not perforated but pre-cancelled Wheeling, Virginia. He offered the magnificent amount of \$25.00 for this one (Illustration I). The catalog showed it should be worth more. There was no sale.



ILLUSTRATION 1

In the upper left corner is a fourth of the 7 bar enclosed circular grid that was struck in red as a control mark at the Wheeling post office. Also a grid cancellation in blue ties this stamp to the cover.

A second dealer became very enthused over the same five stamps and offered \$100.00 for two of the 1851 one cent stamps, then when he saw the Wheeling cover with the precancelled 10c stamp, he whistled and said: "For this, I will pay \$100.00." (Once again the answer was no.)

Finally, on the recommendation of friendly collectors, these same five stamps were shown to a dealer in New York City, who proved to be the one who established confidence and explained that these were fine stamps and made offers of cash, or to publish them in his yearly stamp catalog which had a wide circulation. The highest bidder, in person or by mail, to win. This sale would be on a ten percent commission. He offered to buy outright the Washington 10c Wheeling stamp for \$1,000.00.

These stamps being the property of the Hurlbut Paper Company, the offers were taken back to the mill for a decision. The answer was to allow fifteen covers with stamps to be sold at auction. The final prices obtained ranged from \$100.00 to about \$2,500.00 for the 10c Washington, Wheeling, Virginia letter.

At this time we realized that these letters dating from 1805 told a clear story of America from an early date. Mr. Hurlbut was postmaster and used to frank his mail (or it seemed so); he was president and manager of the Hurlbut Paper Company and the store owner. Almost all of the people in South Lee worked in the paper mill. Records showed that the employees were paid mostly in food, drink and merchandise.

With all this information, it seemed important to keep the whole collection

together. After an inspection by a representative of Harvard University, it was decided to present the collection to Harvard University for future study in the development of America.

In closing I would like to report that the hunt for "outstanding correspondence and finding of antique stamps" gave the searchers many hours of pleasure on Saturdays, Sundays and evenings.

The hunters were the late Frank A. Juckett (president), Mrs. Laura F. Juckett (his wife), the present author (J. Wesley Joslyn) and Mrs. Natalie F. Joslyn (my wife), who helped with this article.

A person without a hobby or a burning desire to find or do some one thing, is a person missing the exciting part of life. The group known as philatelists is one of the most eager groups, especially if a new find of antique stamps surfaces.

It is not known who found any individual stamp as in the early hunt no one knew just how important this find would be to the stamp world.

I have tried to give you a brief story of this exciting find which happened 44 years ago.

WHEELING GRID COVERS

CREIGHTON C. HART

For the past ten years or so I've sent a philatelic Christmas card to collectors and other friends. These cards usually illustrate an important 1847 cover. Last year my foldover card showed the 10c Wheeling grid cover (Illustration 1) and also an explanation of why and how it was struck (Illustration 2).

After Dave Menard, a fellow Classics member and college classmate, had received my card, he thoughtfully made a note on his Christmas card to me. Dave wrote that a high school friend, Walter Juckett, was one of the finders of the Wheeling cover that had been illustrated. Upon receipt of my letter inquiring about the find, Juckett wrote Wesley Joslyn who was also one of the finders and whose article so vividly recalls the exciting discovery. This story behind the Hurlbut covers gives added interest to them as postal history items.

Wheeling was in Virginia at this time, as West Virginia did not exist until the western portion of Virginia seceded in 1863 during the Civil War. The Wheeling post office received its first supply of stamps August 8, 1847, consisting of 1,200 fives and 400 tens. The postmaster apparently used the control grid on only the first shipment of stamps—or perhaps on only part of it. The earliest known use of the grid on cover is September 1, 1847 and the latest known use I list is March 2, 1848.

It is unexpected to find that there are more Wheeling grid 10c covers than there are of the 5c. However, when we remember that the 5c rate was for distances less than 300 miles, we have a hint why only one 5c cover is known. Most of the 5c covers with the Wheeling grid probably went to nearby towns mostly in Virginia. The battles of the Civil War were fought back and forth across Virginia for four years and many homes and business buildings were destroyed including their contents. Whatever 5c grid covers that once existed were probably casualties of what some Southerners refer to as "that recent unpleasantness." On my list are four 10c covers with the control grid, one pen cancelled, one with vertical crease through the stamp and two cancelled with blue handstamps. All four surviving 10c covers are addressed to states in the Union North.

The *only* 5c Wheeling grid cover I list (among about 7,000 five cent covers so far noted) is one addressed to Hagerstown, Maryland (Illustration 3). This is a cover from the famous Hagerstown bank find. The lone 5c cover was part of the Hagerstown find when some of the old records of a defunct bank were sold to Walter S. Fishel. This cover was sold by Robert A. Siegel at his auction on January 12, 1971. In that sale it brought \$1,150, a bargain when one realizes it is the *only* 5c cover known of this popular and unusual usage.

Besides the Wheeling covers *with* the control grid, there are five *without*

the control marking. Three of the five covers have 5c stamps and two 10c. Three are addressed to cities in the Union North, one is to an unknown destination and only one is addressed to a Confederate state, to Charlottesville, Virginia.

The earliest date recorded for a cover without the control grid is September 18, 1850. This means that there is an eighteen months' gap between the latest known grid and the earliest known non-grid cover. Establishment of the date use of the grid stopped would be interesting postal history information. The second supply of stamps was received by the Wheeling Post Office November 28, 1849. Probably none of this second shipment were precancelled or, as we now refer to it, control marked. Does any one have a Wheeling '47 cover used between March 2, 1848, and September 18, 1850? If so, please write the section editor.

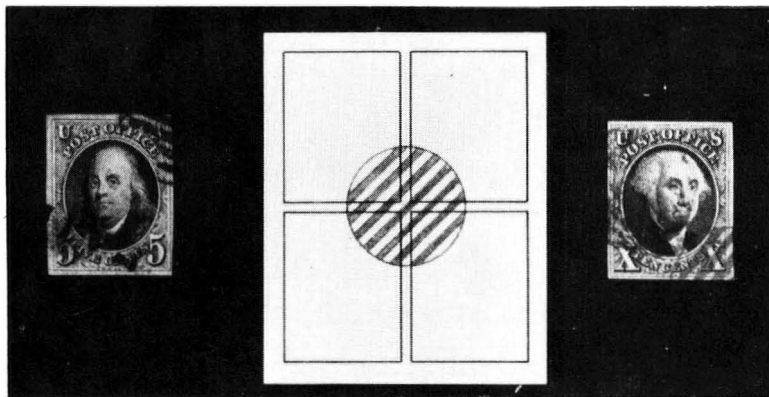


ILLUSTRATION 2

The grid struck in the center of the four stamps was probably intended as a control mark by the Wheeling post office. However, the grid did cancel the stamps and may have created the first precancelled stamps. The control grid was struck so distinctly and precisely, centered exactly on a block of four stamps, one fourth on each stamp, that it is possible to identify these two off cover copies as originating at the Wheeling, Virginia, post office.

Off cover copies (Illustration 2) are easily identified and there are a few more of these than there are covers. I do not keep a record of off cover '47 stamps but I know of 7 off cover copies, 5 fives and 2 tens.

Wesley Joslyn remembers that a New York City dealer "who established confidence" sold fifteen Hurlbut covers at auction shortly after they were found in 1930. I don't have catalogs of this early period and will have to rely on others as to just when and what dealer auctioned them. The definition of a New York dealer "who established confidence" certainly points to Percy Doane whose honesty is so well remembered even to this day.

Although I don't yet know who auctioned the Hurlbut cover the first time, the successful bidder was undoubtedly Karl Burroughs of Watertown, Massachusetts. Thirty years ago, February 26, 1944, Daniel Kelleher sold the Burroughs collection which included other philatelic masterpieces besides this one. In that auction Kelleher described it as "the finest known example of this variety on cover. A beautiful piece of great rarity."

My reference to philatelic masterpieces reminds me that there are philatelic masterpieces of the classic period just as there are masterpieces of painting and sculpture. These masterpieces of postal history, like other masterpieces, come on the market only once in a lifetime and sometimes it seems not that often.

This cover has not been reoffered in thirty years and I can think of other classic masterpieces in the Dale, Newbury, Knapp, Caspary and other name collections that collectors living now may never have a chance to own. I remember a Pony Express cover addressed to Abraham Lincoln in the Knapp collection. Not only is it historically important but it has a blue running pony on the front and a red running pony handstamp on the back. In the Caspary

collection there was a pair of beautiful '47 covers from Canada with the U. S. stamps being recognized to pay Canadian postage. These covers and similar ones are the real masterpieces of the classic period.

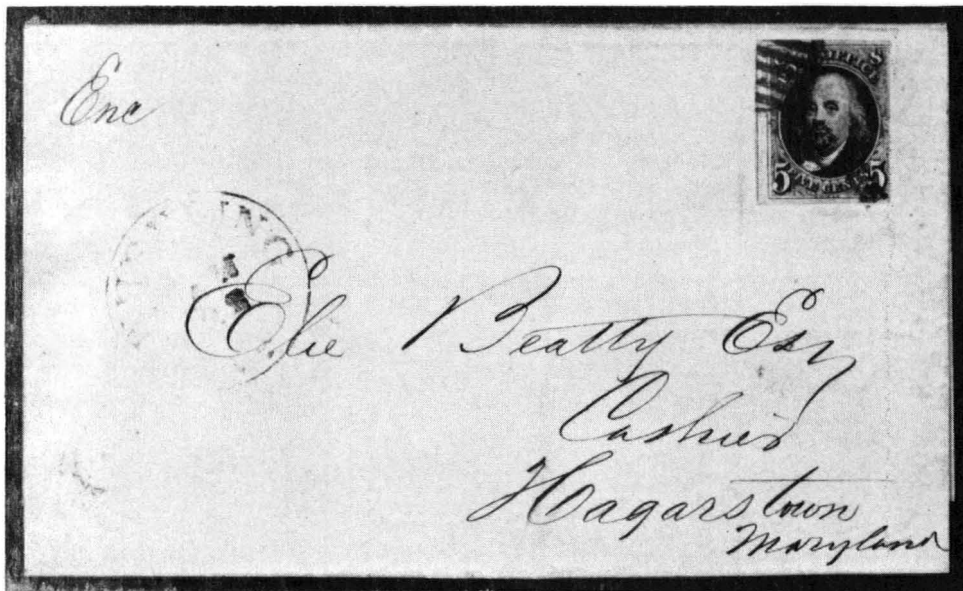


ILLUSTRATION 3

A fourth of the Wheeling control grid is in the upper left corner of the 5c stamp. A blue PAID handstamp ties this stamp to the cover.

This Hurlbut find also reminds us that there are still important philatelic finds to be made. Besides this small Hurlbut discovery in 1930 there was at about the same time the great Hagerstown bank find, then much later the Western Reserve find of unusually large mint multiples of the 5c and 10c 1847, and in 1971 the earliest 1847 cover known was found in an old law book in Indianapolis. How many more treasures are in attic boxes or books waiting to be discovered? It's to be hoped we have not seen the last one.

DISCREPANCIES IN CROSS BORDER RATES

CREIGHTON C. HART

The February *Chronicle* lists eleven covers from the United States to Canada with the U. S. postage to the border apparently *double* rate but the Canada postage from the border rated only *singly*. Six of them are from Troy addressed to David Torrance at Montreal. Two of the six have the blue Troy and New York Steamboat marking showing they were carried to the Troy post office by a non-contract steamboat. Susan McDonald believes even those covers without the Troy and New York Steamboat marking had originated away from Troy and required the 10c postage rather than only 5c if their origin had been Troy.

George Wadleigh has sent a Xerox copy of an additional cover with the letter portion still attached to the address leaf. This letter has a New York City dateline, is from Daniel Torrance and is addressed to David Torrance at Montreal. The Wadleigh cover has only the Troy townmark but undoubtedly originated at New York City. It is apparently true, as McDonald concluded, that all the covers listed from Troy to Canada with 10c postage originated more than 300 miles from the border and no discrepancies actually exist in the U. S.-Canada ratings.

Such a solution isn't likely for the discrepancies in rates for the three Boston to Canada covers or those from Canada to the U. S. At present there is no better explanation for those than the theory advanced in the February *Chronicle*.

THE EDITOR'S PAGE

● In brief: this issue features diversity, the most curious item being the reprint of an 110-year-old article on stamp collecting. By an odd chance, free franking—seldom noted in these pages—is discussed in the 1861-69 section and the Cover Corner. The more customary material in the other sections provides valuable information.

● The *Complex Directory* for 1974, honoring U. P. U., contains several articles of interest—detailed comments in next issue. Available @ \$1.25 post-paid from Complex 1974, 216 La Salle Hotel, Chicago, Ill. 60602.

Review: The Encyclopaedia of British Empire Postage Stamps 1639-1952, Volume V: The Empire in North America. Robson Lowe Ltd., London, 1973. xvi + 760 pages. \$40; de luxe 2 volume edition \$50.

This dense volume, which will probably be nicknamed the *BNA Book*, must surely exceed the expectations of nearly all who have been long anticipating its appearance. The main subjects are, of course, the stamps and postal history of the various political divisions, past and present, of the British Empire in North America, Central America, and the Atlantic (Bermuda).

Nevertheless, no excuse is necessary for reviewing this volume in a journal of classic U. S., since it contains much material of interest to our members. A 64 page section at the beginning deals with the colonial posts in North America. The postal system in pre-revolutionary North America is discussed generally and the colonies are individually treated, with extensive illustration of hand-stamps, covers, and contemporary maps. This part is revised and expanded from a booklet published in 1967.

The sections on Canada and the rest of British North America hold considerable information on various aspects of U. S. postal history as it impinges on that of B. N. A. Mails between the United States and Canada are treated at several places in the Canadian section and the use of 1847 stamps from Canada is discussed and illustrated on pp. 148-50. Brief references to U. S. stamps and postal history occur throughout the chapter on Canada—not all are indexed—and you may find the rest for yourself.

Mails between New Brunswick and the United States are detailed on pp. 329-30 and between Nova Scotia and the United States on pp. 361 and 368 (express mails). U. S. stamps used from New Brunswick and Nova Scotia are mentioned on pp. 326 and 388 respectively. The Nova Scotia section also reproduces an interesting and valuable report of Hugh Finlay on his survey of the post route from Quebec to Halifax, dated August 30, 1787.

The portion on British Columbia and Vancouver Island should be of particular interest to U. S. classics collectors, since almost the only access to the outside world was via the U. S. mails. Many unusual combination covers with U. S. and V. I. stamps—some also on express company envelopes or with express markings—are illustrated, some in color.

Even the section on British Honduras refers to the use of U. S. stamps there. The chapters on British Postal Agencies—especially Panama—and British Packet Agencies in North America furnish much worthwhile information.

As is perhaps inevitable in a work of this nature, some errors appear. Statements on p. 107 and p. 125 on U. S.-Canada mails from May 15, 1849 to June 30, 1851 are inaccurate. They were apparently taken from Boggs, who misinterpreted a section of the 1848 Postal Convention. I'll discuss these questions in detail in a future issue. The corrected information is presented on pp. 148-50, but unfortunately has not been incorporated in the earlier references.

Much of the information in this book has been derived from other more specialized sources. Many of these works are either not readily accessible or
(Continued on page 173)

THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

THREE CENT 1857 PERFORATED STAMPS (S4) FROM PLATE 10

THOMAS J. ALEXANDER

(Continued from *Chronicle* 81:23)

The narrative listing of characteristics of the various states of Plate 10 was interrupted by the last installment to illustrate the recut inner lines found on these plates, and to describe and illustrate some of the ways by which they may be distinguished. As stated there, the only differences between the Early, Intermediate and Late states of this plate are caused by the re-entry of the transfer roll. No additional recutting was performed on the plate to create its later states.

Plate 10 Intermediate

Plate 10 Early began to produce noticeably worn impressions as early as December 1857. In the spring of 1858 it was taken out of production and re-entered with the transfer roll in an attempt to deepen the impressions, thus creating Plate 10 Intermediate. The earliest recorded date of use of a stamp from this state of the plate is May 17, 1858. It remained in use for less than a year because it again had become badly worn and was taken out of production for a second time. It is believed that the cause of this rapid wear was an insufficient hardening of the plate after its re-entry.

Approximately 7,310,000 stamps were produced by Plate 10 Intermediate, the same number as estimated by Dr. Chase for Plates 10 Early and Late.



Figure 1-61R10(i)



Figure 2-98R10(i)

As is the case of the early state, each stamp is Type IIa with discontinuous vertical frame lines. Likewise, the spacing and alignment, the imprints and plate numbers are exactly the same as in Plate 10 Early, as is the center line. However, the center line as it exists on this plate is somewhat more faint than on Plate 10 Early.

Since the re-entry of the transfer roll over the prior design was not exact, there are a few more double transfers on this plate than existed on the early

state: 1, 5, 51, 61, 81, 91L; 61, 68, 98R. Two of these, 61R and 98R, are the famous "Phantom E" transfers, which were described in detail in an article by Dr. Clarence E. Taft at *Chronicle* 65:16. These are illustrated as Figures 1 and 2. In each case the doubling begins on a horizontal line that extends through the center of both lower rosettes. It is most prominent in the lower right rosette, where the outline of the top of an "E" may clearly be seen. Dr. Chase believed that this was the "E" of "POSTAGE" and that the entire double transfer represented a misplaced top label from a different relief. This explanation raises a number of questions. Why are two more or less identical double transfers found on widely separated spots on the plate? Since a six relief transfer roll was being used, why aren't traces of this wide displacement found in the stamps above, and, in the case of 61R, below each of these positions?

All of the recut lines found on Plate 10 Early also exist on Plate 10 Intermediate, although they are somewhat fainter here than on the early state and are also somewhat "fuzzy." These include the vertical frame lines and the following recut inner lines:

Right inner line recut: 5, 10, 18, 19, 24, 28, 44, 56, 67L; 17, 22, 60R.

Left inner line recut: 79L.

Each top row stamp with a damaged "A" relief also preserved its appearance as found in the early state, none of the stamps in the left pane being repaired, while all of those in the right pane are repaired.

85R has a dot of color above and almost touching the top label, even with the right edge of the "E" of "POSTAGE".

27R has a dot in the "T" of "THREE".

84R has a tiny diagonal line above the upper left diamond block touching the upper left corner of the top label. This shows only on clearly printed copies.

Plate 10 Late

Trouble in the form of excessive wear continued with Plate 10 in its Intermediate state, and so once again it was removed from production (probably in December, 1858), and re-entered with the transfer roll in a further attempt to deepen the impressions. The earliest known date of use of a stamp from this final state of the plate is January 3, 1859. The plate was at last sufficiently hardened for use, and showed no further signs of wear.



Figure 3—61R10(I)

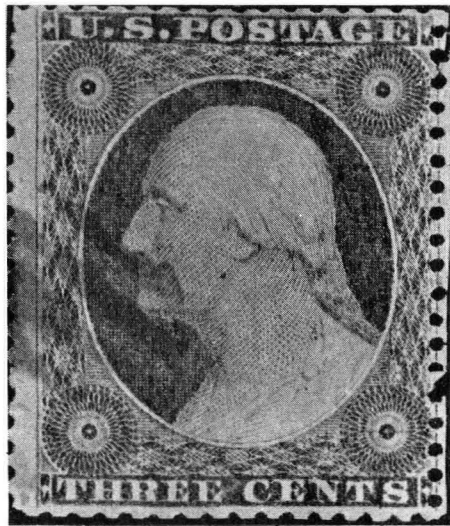


Figure 4—98R10(I)

Dr. Chase estimated that approximately 7,310,000 stamps were produced from Plate 10 Late, the same number as had been produced by the Early and Intermediate states.

As was the case with Plate 10 Intermediate, there was no additional recutting when this state of the plate was made. The only differences between stamps from this plate and those of the Early and Intermediate states were caused by the re-entry of every position by the transfer roll. These differences were generally described under the heading "Distinguishing the Plates."

Each stamp is Type IIa with discontinuous frame lines. The details concerning the imprints, plate numbers and center line, as well as spacing and alignment, are the same as those reported for Plate 10 Early. One possible exception is the center line. This appears to have been recut much more lightly than the vertical frame lines on Plate 10 Early. Because none of these lines were recut on either of the subsequent states of the plate, by the time of the appearance of Plate 10 Late they all showed the accumulated wear from July, 1857. However, the center line has become very faint in comparison with the adjacent frame lines.

The re-entry creating this state of the plate was even more inexact than was the first re-entry, giving us a large number of double transfers: 1, 2, 10, 11, 12, 21, 22, 32, 42, 51, 52, 61, 66, 76, 78, 81, 86, 91L; 9, 10, 20, 30, 40, 55, 58, 60, 61, 65, 68, 70, 75, 78, 85, 88, 91, 98R. The "Phantom E" double transfers (61R and 98R) have persisted from Plate 10 Intermediate, although they have grown more faint on this plate. (See Figures 3 and 4.)

The same recutting found on Plates 10 Early and Intermediate is found on Plate 10 Late, including these inner lines:

Inner line at right: 5, 10, 18, 19, 24, 28, 44, 56, 67L; 17, 22, 60R.

Inner line at left: 79L.

The damaged "A" reliefs are the same as on the first two states of the plate; the left pane top row copies are not repaired, while those on the right pane are repaired.

The dot of color on 85R (above and almost touching the top label and even with the right edge of the "E" of "POSTAGE") has become so faint as to barely show on some clearly printed copies, but not at all on others.

There is a plate flaw under the "E" of "CENTS" on 99R. This consists of a dot just below the lower label under the right edge of the "E" of "CENTS."

WHAT IS THE EARLIEST 55 DATE?

Mr. Ezra Cole has raised a question as to the earliest known date of the 3c Type II (Scott No. 26). Ye Ed believes that *Scott's Catalogue* is in obvious error in reporting this date as July 13, 1857.

In discussing the creation of the first plates that resulted in Type II and Type IIa stamps, Dr. Carroll Chase quotes an 1863 letter from S. H. Carpenter (*The 3c Stamp of the United States 1851-1857 Issue*, p. 18) which states that six new plates of the 3c stamp were manufactured in 1857 for use with the new perforating machine. These would have been Plates 9 Early, 10 Early, 11 Early, 12, 13, and 14. Of these, Plates 10 Early and 11 Early produced only Type IIa stamps, and so only Plates 9 Early, 12, 13 and 14 are candidates for the earliest known use of a Type II stamp. The present earliest recorded dates of these plates are:

Plate 9 Early – September 15, 1857.

Plate 12 – February 18, 1858.

Plate 13 – Unknown.

Plate 14 – March 20, 1858.

The earliest date for a Type IIa stamp is July 11, 1857 (from Plate 10 Early). Students of this issue have always recognized that the plate numbers were assigned to this group of plates in a random manner, and that Plates 10 Early and 11 Early were manufactured before 9 Early. However, if they were all laid down at approximately the same time, why is there a two month gap between the earliest use of Plate 10 Early and Plate 9 Early? It does not seem probable that 9 Early was actually manufactured two months after 10 Early and 11 Early,

since plate numbers had been rocked in to the plates prior to the time stamps were printed from Plate 10 Early (in July). It is assumed that the contractor did not forget Plate 9 in the sequence and had to give that number to a later plate to preserve the integrity of the numbering system.

It is more probable that the date in the catalogue has discouraged collectors from reporting dates after July 13, 1857, for Type II stamps. In order to clarify this problem, Ye Ed would be grateful for reports of Type II 3c stamps dated from July to September, 1857, whether or not the stamps are plateable.

COMPLETE PANES AND RECONSTRUCTIONS

The Siegel Rarity Sale, referred to elsewhere in this issue, included a complete left pane of the 1c stamp (Type V) from Plate 10. Mr. Mortimer L. Neinken estimates that there are about 20 full panes from this plate in various collections. On the other hand, he reports but one complete pane (both left and right) from Plates 8 and 9, while none are known from Plates 5 and 7.

As far as Ye Ed knows, no attempt has ever been made to list the full panes still in existence of both the 1c and 3c denominations. The results of such a project would be particularly valuable in the case of plates which have not been completely reconstructed. If the owners of these pieces will report them to the section editor, he will publish the census in a forthcoming issue of *The Chronicle*. When submitting such information, please state whether the piece is the right or left pane, and the plate number.

Coincidentally, Dr. Wilbur F. Amonette has written us, suggesting a census of complete reconstructions of the 3c 1851 plates (S1 and S2). Many students in the past have reported completion or partial completion of these reconstructions, but it is believed that more have been broken up and dispersed in recent years than have been assembled. We are certain of the existence of but four complete reconstructions of all 13 plates, although there are surely many more reconstructions of fewer than all of the plates. Again, let the section editor know which plates you have which are completely reconstructed, and they will be included in a subsequent census.

Finally, Dr. Amonette is working on a list of all imperforate 3c 1851 (S1 and S2) imprints and plate numbers. Lists of these items should be sent to him at 200 8th Street, Radford, Virginia 24141. When this tabulation is reasonably complete, he will report the results in a future article.

CORRECTIONS — NEINKEN ONE CENT BOOK

These diagrams represent new plating drawings of 68R4 and 7L7. The former is submitted through the courtesy of Jim DeVoss and Jerome S. Wagshal. The illustration in the book may be 28R4. The improved 7L7 drawing here is from a much earlier printing than the example illustrated in the book.



1c REPRINT OF 1875

Mr. Mortimer L. Neinken has called our attention to Lot No. 40 of the Robert A. Siegel Rarities Sale, held on March 27, 1974. The description was "1c Bright Blue, Reprint (40). Block of Twelve, Well Centered, Wonderfully Fine & Fresh, sensibly reinforced with few hinge fragments to prevent separation. Very Fine & Handsome, one of the largest if not the largest block known . . . \$3,750.00+."

Mr. Neinken confirms the auctioneer's estimate of its rarity: "Actually, I never knew that a block of this size existed, and it may be the largest block known of this reprint." In a sale characterized by very high realizations, this seems to have been a bargain to the buyer, bringing \$3,500 compared to a catalogue value of \$3,750, priced as three blocks of four.

MORE ON NORTH AMHERST, MASS.

At *Chronicle* 82:83 we reported on a cover bearing the only known plate number copy of a 1c from the right pane of Plate 5. As an aside, we wondered about the 4c postage on this cover. Two of our readers, Col. Ted Davis and Mr. John Pemberton, have submitted explanations, both of which are quite similar. We quote from Mr. Pemberton's letter: "My guess is that the ink crossing out the Bridgman name probably matches that crossing out the Worcester postmark and cancelling the 1c stamp. The 1c stamp would be for the drop letter rate which Mr. Bridgman probably paid." This conclusion is likely to be essentially correct, which means that the original addressee, after changing the address, carried the letter to North Amherst, where he deposited it in the postoffice as a drop letter. Apparently the North Amherst postmaster deliberately failed to apply his townmark.

PLATING CHARTS FOR S4 AND S5 IMPRINTS

Mr. Robert R. Hegland, author of the article titled "Identifying Imprint Copies of the 3c 1857 Perforated S4 and S5," reports that he will supply full sized plating charts to any of our readers that request them. The charts illustrated in the article were half size. Mr. Hegland's address is on the masthead of *The Chronicle*. A stamped self-addressed No. 10 envelope will be appreciated.

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 I 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.

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

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

There is a good deal of work progressing just now on different phases of the printing, production, varieties, and similar aspects of certain of the 1861 stamps. Short articles, such as that of Mr. Roland Rustad, which follows, are most welcome, particularly when accompanied by artwork which should reproduce satisfactorily in print. In evaluating plate varieties, the finding of a confirming copy is really the "proof of the pudding" that a variety is constant and not from an accident of printing.

PLATE VARIETY OF THE TWELVE CENT 1861 STAMP

ROLAND RUSTAD

What apparently is a plate variety of the 12 cent 1861 stamp is shown in the photographs of two different stamps. The photographs show the upper right hand side of the stamps, of which one is not grilled, and the other has a 9x13 mm "F" grill and is on cover.

The most noticeable distinguishing features of this variety are the lines through the white border around the vignette, just below the "A" of POSTAGE. There is also a line through the upper right hand part of the "T" and part of the "A" is missing. The lines through the border are slightly different on the lower photo, but this is caused by the cancellation. There are four different places in the top border of the stamp where dots are noticeable. These are shown with arrows on the top photo.

What at first glance appears to be a double transfer looks upon closer inspection to be a flaw in the plate position that could be caused in one of two different stages in the stamp production.

One cause could be a dirty transfer roll. If, for example, one of the relief images on the transfer roll contained some steel filings or other foreign matter, this material would leave an impression on the printing plate if it was hard enough to press in the surface of the plate, which would be softer than the transfer roller. The impression of this foreign matter would appear as long as it adhered to the transfer roller, producing just one, or a number of plate positions with the same characteristics.

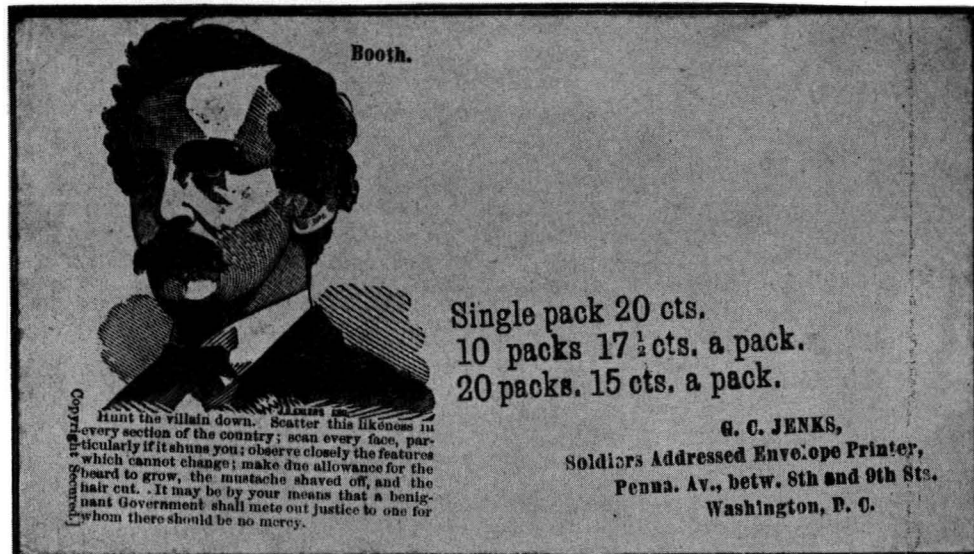


A second possibility is that somehow a single position on the plate was affected after the plate was made, perhaps by having something accidentally dropped on the plate, causing the plate to chip or crack. This would affect only one position on the plate, making stamps with this variety rather scarce.

At present I have no idea where this position is on the plate or if more than one position is affected. Perhaps someone with some large blocks of this stamp would be able to provide this information.

THE JOHN WILKES BOOTH COVERS

In *Chronicle* No. 80, page 223, there was illustrated a cover, used from Washington, with, as a corner card, a "wanted" poster for John Wilkes Booth. The cover was used from Washington in May of 1865, and it was the first such corner card the Period Editor had ever seen or heard of.



An unused example of the design, with a printed ad on the cover front giving price and availability, has been shown us by Mr. George N. Malpass, who is probably *the* authority on Civil War patriotic designs. This item is shown in the accompanying illustration, which certainly seems to authenticate the cover previously shown.

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THE FREE FRANK IN THE 1860s

RICHARD B. GRAHAM

It is doubtful that any segment of United States Postal History is more misunderstood than the free frank. What is usually defined to be the free frank, by collectors of such, is a class of free mail, in which a signature serves in place of a postage stamp. (See Figure 1.) The 1859 *P.L. & R.*, under Section 228 of the "Regulations," defines this extremely well, indicating there are really two classes of free franks, as follows:

The right to send and receive letters and packets through the mail free of postage is held either as a personal privilege or as an official trust for the maintenance of official correspondence. In both its forms the right varies in respect to different classes of officers and individuals, in the kind as well as the weight of matters which may be so sent or received. . . .

In section 229, the officers and persons enjoying the right as a personal privilege were stated as follows:

1. The President and Vice President of the United States, the individuals who at former periods have filled those offices; Mrs. Harrison, Mrs. Polk, relicts of former Presidents. Restricted in the case of the Vice President and ex-Vice Presidents to letters and packets not weighing over two ounces and to public documents.
2. Members of Congress and Delegates from Territories, during their term of office, and until the first Monday of December after its expiration. . . .
3. The Secretary of the Senate and the Clerk of the House of Representatives, during their official terms. . . .
4. Every postmaster whose commissions for the fiscal year, ending 30th June, did not exceed \$200. . . .

Restrictions of weights and types of mail, in varying forms, were placed upon free mail of those who had the personal right to frank. These restrictions were particularly limiting to postmasters, who were permitted to frank only personal mails, of their own business and in their own writing, and of no more than $\frac{1}{2}$ ounce weight, all over that figure being at regular rates.

Section 230 provided:

By the following officers the privilege is held in trust for the maintenance of correspondence required in the performance of official duty:

1. The Secretaries of the Departments; Postmaster General and Attorney General of the United States; the First and Second Comptrollers of the Treasury; the Solicitor of the Treasury; the Auditors of the Treasury; the Treasurer of the United States; the Register of the Treasury; the Assistant Secretary of State; the Assistant Secretary of the Treasury; the Commissioner of the General Land Office; the Commissioner of Customs; the Commissioner of Patents; the Commissioner of Indian Affairs; the Commissioner of Pensions; the Assistant Postmasters General; the Adjutant General of the Army; the Quartermaster General; the Inspector General; the Commissary General of Subsistence; the Paymaster General; the Chief Engineer; the Surgeon General; the Colonel of Ordnance; the Chiefs of Bureaus of the Navy Department, and the Superintendent and Assistant Superintendent of the Coast Survey—restricted to letters and packets relating to their official duties, those sent to be marked or stamped "official business," and this declaration to be subscribed by the officer with a declaration of his office. In the case of the heads of Departments *alone*, this declaration may be subscribed under their direction by their respective Chief Clerks.
2. The Governors of States to other Governors of States—restricted to laws and reports, bound or unbound, records and documents of the State, which the Legislature may direct to be sent to the Executive of other States.
3. All postmasters, whether their commissions exceed or fall short of \$200 per year—restricted to letter and packets relating exclusively to the business of their offices or the Post Office Department.

Note.—They must be marked "Post Office Business," and this declaration subscribed by the postmaster himself, with the designation of his office.

Section 232 forbade publishers to address handbills, etc. to postmasters so as to secure "an extensive circulation free of postage," under the provision then still in effect (in spite of the requirement, in 1856, that all domestic mail be prepaid by stamps) that the franking privilege included receiving as well as sending mail.



Figure 1. Franks of Schuyler Colfax of Indiana, as Speaker of the House and as Vice President, as examples of two degrees of the personal privilege of franking (which disregards official business as a restriction on subject matter).

Section 233 indicated that, if a franker's handwriting were known, the letter could pass free, "even though the style of his office were omitted."

Section 234 stated that no postmaster or other "privileged person can authorize his assistant, clerk, or any other person to write his name for the purpose of franking any letter, public or private."

Sections 235, 236 and 237 stated that a frank travelled with the person possessing the privilege; he could not leave his frank behind him upon envelopes to cover his correspondence when absent; and that if letters were placed in an office bearing a frank of an individual who "notoriously had not been in that vicinity for several days," the letters were to be treated as unpaid. The same was true for letters addressed to a person with the franking privilege who had not been in the vicinity for some time (although such, by another provision, were to be forwarded).

We have gone through the Regulations of 1859 in considerable detail for several reasons. For one thing, free franks are an important part of the postal history of any era. The frankers were often interesting and important men. But the main reason is that we believe that franks and their usages are one of the most misunderstood postal history subjects of which we are aware, as indicated previously. Many reputable and knowledgeable auction describers and authors seem to feel that the franking privilege was automatic for all government officials, and that any cover with a signature, and not bearing a stamp becomes, automatically, a frank. For the Civil War era, this is not at all true—the vast majority of covers with no stamp and a signature are due soldier's letters, with the certifying signature of an officer of the soldier's unit, as required by law to permit transmission of the letter collect. All such letters bear due markings, which isn't the case for franks, unless they were not recognized as such for some reason.

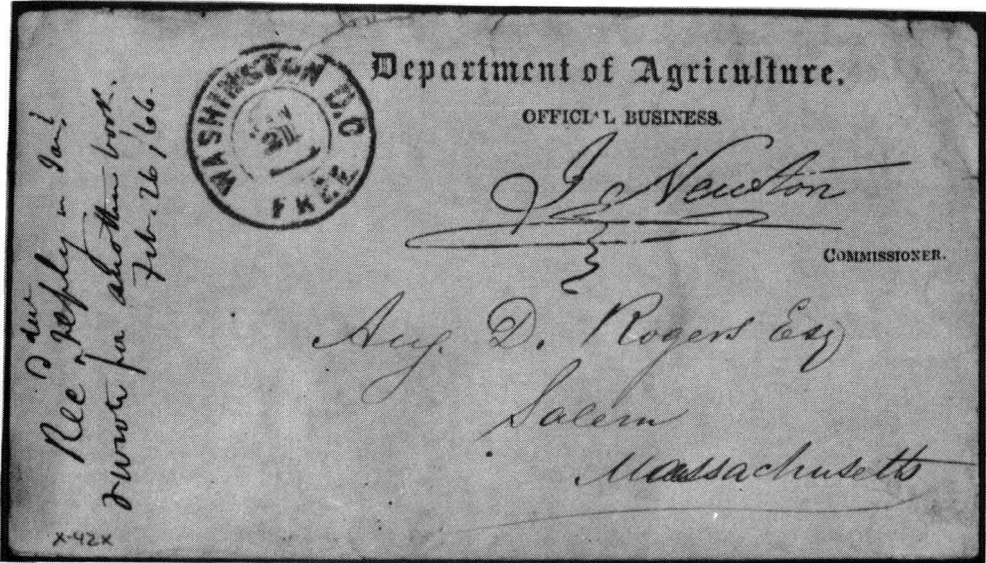


Figure 2. Frank of Isaac Newton, first head, as Commissioner, of the U. S. Department of Agriculture, before this was a Cabinet post.

The franking privilege, which had its origins in England in the earliest days of the mail service, has existed almost continuously in this country since the Colonial days. Under the Constitution, only two of the three main branches of our government ever had the franking right, the Judicial area never having been given the privilege. In 1873, due to about 100 years of continual abuse, the franking privilege was completely abolished, only to be given back to itself by a benevolent Congress just two years later, although in a limited form. During the next 20 years, the privilege was restored gradually, so by the mid 1890s the legislative branch of Congress had, again, the privilege, although it was confined by law, as it still is, to official government business. At the same time, the Vice President, (in his official capacity as head of the Senate, presumably) was given the privilege, and he still has it. However, no other member of the executive branch, including Presidents and cabinet members, have been able to frank legally since 1873, although "courtesy" franks of most of the Presidents since then are known.

The 1862 *List of Post Offices* indicated the 1859 franking laws were then still in effect, the only change being the addition of the Commissioner of Agriculture and his chief clerk to those offices with the privilege. The frank of Isaac Newton, first Commissioner of Agriculture (this was not a cabinet post until 1889) is shown in Figure 2. Newton was characterized as being simple,

honest and kind, the former trait being demonstrated by the story that he once attempted to order some hydraulic rams from abroad for breeding purposes, as someone had informed him they were the best kind of sheep.¹

Figure 1 illustrates two franks of Schuyler Colfax of Indiana, the top, as Speaker of the House (which office he held, 1863-69), being an example of the franking privilege as a Member of the House (or "M.C.") under Section 230 of the 1859 act, the privilege being "held in trust for the maintenance of correspondence required in the performance of official duty." The lower frank, as Vice-President under Grant in the latter's first administration, 1869-73, was a personal privilege under Section 229, and, interestingly, the cover is marked "personal." The point of the personal privilege was that the writer could write on any subject he chose, including his own personal business or pleasure.



Figure 3. Frank of William Faxon, Chief Clerk of the Navy Dept., in 1864.

Figure 3 shows the frank of William Faxon, Chief Clerk of the Navy Dept, franking under the provision that the Chief Clerks can be directed to frank, if so directed by the Cabinet Member heads of the Department. This provision is the last line of Part 1 of Section 230 of the 1859 *P. L. & R.*

Figure 4 illustrates a cover bearing the frank of Zachariah Chandler, U. S. Senator from Michigan, 1857-75. A Republican and abolitionist, Chandler served on the all-powerful joint Congressional "Committee for the Conduct of the War." The cover shown in Figure 4, however, encloses a letter from a soldier member of the 3rd Michigan Volunteer Infantry, being headed "Camp Blair, July the 12th, 1861." The address of the cover is in the same hand as the letter.

This brings up a most interesting situation, strictly extra-legal, but apparently not only accepted by the Post Office Dept. but perhaps even encouraged. In the early days of the Civil War, there were thousands of young men away from home for the first time. They were sequestered in camps, either to defend nearby cities or for mustering into Federal service or for training. While they had little money, and stamps were very scarce, they still did write letters, and yet in the spring and summer of 1861, under the law which had existed since 1856, all unpaid letters found in the mails were supposed to be automatically sent to the Dead Letter Office. The Post Office Department had been in a tremendous five year battle to get the public to finally accept the idea that all domestic letters must be prepaid by stamps. Yet, here was a situation, in the summer of 1861, where many of the camps were not close to a post office where the men could buy stamps (many small country offices

¹ Margaret Leech, *Reveille in Washington*, Harpers, N. Y., 1941, p. 301.



Figure 4. Frank of U. S. Senator Zachariah Chandler, of Michigan, on the letter of a Michigan soldier in a camp near Washington, July, 1861.

with camps nearby were suddenly flooded with numbers of letters they were totally unable to handle). Furthermore, in that summer of 1861, stamps were in short supply, and so was small change, which made the stamp shortage even worse, since people put stamps in little envelopes (and some were encased in little buttons, with mica fronts and advertising printed on the metal shell) to use as money. Caught between the conflicting situations of the law and the lack of stamps and adequate service, apparently many Government officials resorted to more abuse of the already much abused franking laws. It is not difficult to picture the politicians in the camps, graciously franking letters for the boys from home. The writer owns many examples of franked covers with letters written by soldiers enclosed, and has seen many more. In fact, the situation may have gone even further. Large numbers of franks exist, with soldiers' letters enclosed, signed by Ezra Bartlett French, then second auditor of the Treasury, William Helmick, the ex-Congressman from Ohio and newly appointed Chief Clerk of the Pension Office (who really did not have the franking privilege in 1861 as clerk, but retained it as ex-Congressman, franking "until the first Monday in December" after the expiration of his term on March 3, 1861), Congressmen James H. Campbell of Pennsylvania, A. G. Riddle of Ohio, Charles Van Wyck and Reuben E. Fenton of New York, and many others. Some of the Congressmen seemed to frank only letters from men from their own state; French and others seemed to frank for anyone. In the autobiography of David Parker, who handled the mail for the Army of the Potomac in later years, he relates the following, which may explain some of the relationships:

One day the Colonel [of the 72nd New York Volunteers, of which Parker was originally a member] directed me to take his order and thereafter go to the post office at Washington daily for mail of the regiment. Many of our soldiers had no money and were not paid for some time, and I used to take their letters every day to the Member of Congress from our District, Reuben E. Fenton, who franked them, and after a while authorized me to write his name, so I franked the letters of the regiment "Free. R. E. Fenton, M. C." . . .²

The writer has speculated that certain of the minor government officials, such as French and Helmick, were actually informally instructed to frank soldiers' mail in the Washington area in the spring and summer of 1861.

² David B. Parker, *A Chautauqua Boy in '61 and Afterward*, Small, Maynard and Company, Boston, 1912, p. 6.

In August of 1861, regulations were circulated, in accordance with a section tacked on to the act authorizing the formation of the volunteer regiments (Act of July 22, 1861), permitting the mailing of soldiers' letters on a collect basis, with the legend "Soldier's Letter," and the certifying signature of a major or higher officer of the regiment or unit, plus the designation of the unit. This made the illegal free franking of soldier's letters unnecessary.

(To be continued)

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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

TWO INTERESTING COVERS FROM YOKOHAMA TO LYONS

MILLARD H. MACK

If all foreign destination covers were rated correctly, classifying them would be much simpler, but not nearly as much fun. The covers shown here are a case in point. Both originated with the same sender in Japan, both left Yokohama in the same mail, and both were intended to go by the same route and franking to Lyons, France. (Most likely both were sent to the same addressee, but one address has been obliterated.)

Both covers bear 14c postage, paid by a 10c 1869 stamp (Scott #116) and a pair of the 2c banknote (Scott #146). In both cases, the 14c was intended to pay the 10c rate from Japan to the United States and the 4c "partial rate" from the U. S. to France—prepaying the letters to the British frontier, and leaving the balance (consisting of both British and French portions) to be collected from the addressee. However, despite the similarities, and despite the fact that the two covers passed through the New York exchange office on the same day (October 17, 1871), each was treated differently.

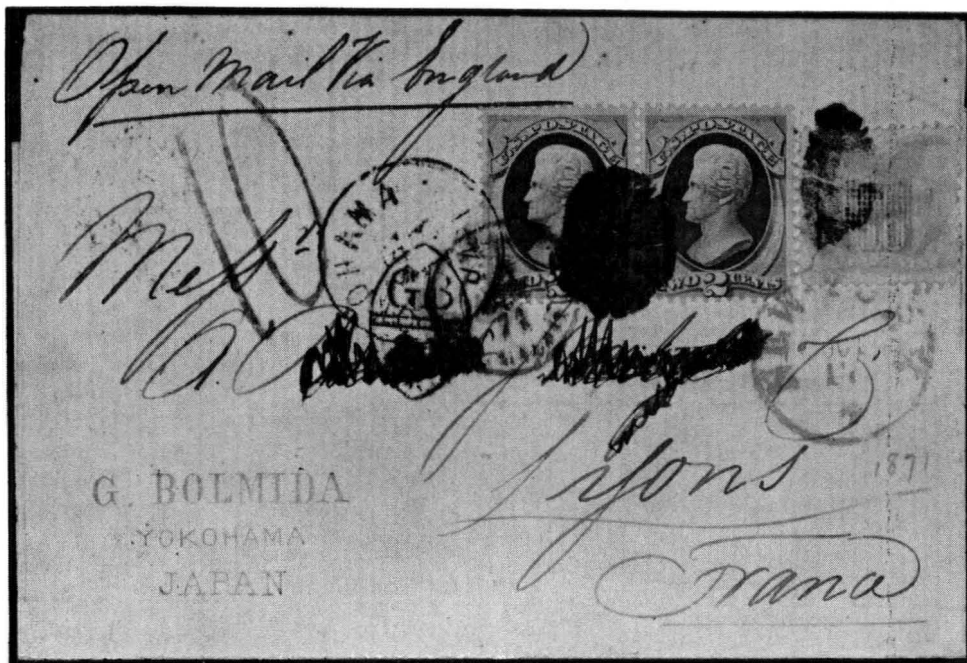


Figure 1. This cover was correctly handled. The New York exchange office recognized that 10c paid postage from Japan to the United States and that only 4c remained to pay postage to France. The cover was thus sent from New York as a "partial rate" cover, paid only to the British frontier.

The cover shown in figure 1, which was lot 1794 in the second Knapp sale, was rated correctly at New York as a partial-rate cover. It shows no indication of any credit to England. The GB/40c handstamp, partly obliterated by the crossed-out address, was applied in London, and indicates that Great Britain charged France with the correct 40 centimes per 30 grams (bulk rate) transit postage. The large black "10" indicates that 10 decimes—approximately 19c—was collected from the recipient. Since the French rate progression at this time called for five decimes per 10 grams, the piece must have weighed over 10 grams.



Figure 2. This cover was incorrectly handled. The New York exchange office mistakenly assumed that the entire 14c was available for postage from the United States to France. This was more than enough to prepay it all the way under the "Phantom Rate".

The cover shown in figure 2, which was lot 453 in the Gibson sale of June 14, 1944, was rated incorrectly at New York. Despite the very obvious merchant's cachet at lower left, showing the Yokohama origin, the rating clerk assumed the cover originated in the U. S. Seeing the 14c postage, and knowing that on an ordinary cover from the U. S. to France, 14c would be more than enough postage, he rated the cover as fully paid to its destination. An unpublished rate of 10c per $\frac{1}{2}$ ounce, under the Franco-British convention of 16 June 1870, was available, and used in this case. This rate has been seen on covers from as early as July 1870, but its existence was not announced until October 28, 1871, 11 days after the cover in figure 2 was handled in New York. Such unannounced-rate covers are known to collectors, through the research of George Hargest, as phantom rates. In this instance, the New York "PAID" marking credits England with 6c, which represents a loss to the U. S. post office, caused by the rating error. Because of this credit, the British post office handled the letter as paid, and so marked it, with the circular London "PAID" marking that is commonly seen on fully prepaid covers that passed through the ordinary British mails. The French post office similarly stamped it "PD" ("paid to destination"). The addressee was thus saved whatever postage would have been due had the cover been correctly rated—5 or 10 decimes, depending on weight. Though internal evidence suggests the two covers were mailed a few days apart, both bear the same basic sequence of markings: Yokohama September 13, New York October 17, Lyons October 29. Most likely they both reached their recipient in the same mail, and he must have wondered why, of two such similar letters, one would cost him 19c while the other came free.

The Yokohama September 13 circular datestamps would indicate that both covers crossed the Pacific on the P. M. S. S. side-wheeler *Arizona*, which reached San Francisco October 7, 24 days out of Yokohama¹, suggesting a Yokohama departure date of September 14, 1871. The October 17 New York markings (October 17 was a Tuesday) suggest that both covers crossed the Atlantic on the Hamburg-American line, which discharged mail at Plymouth and Cherbourg before reaching Hamburg.

A correctly rated phantom-rate cover with credit of 6c to England, with markings generally similar to those on the cover in figure 2, is shown on page 174 of Hargest's book.² Full treatment of the phantom rates is given on pages 168ff, and details on the 4c partial rate can be found on pages 66 through 68 and 164 and 165. A cover showing the 4c partial rate, with markings essentially similar to the cover shown here as figure 1, is illustrated on page 166.

FOOTNOTES

¹ Halliburton, W. H.; Roger, Conrad; and Spaulding, Robert M., Jr.; *Pacific Crossings from Japan, 1858-1879*, International Society for Japanese Philately, Inc., Monograph #3, December, 1969.

² Hargest, George, *History of Letter Post Communication Between the United States and Europe*, Smithsonian Institution Press, Washington, 1971.

IMPORTANT DISCOVERY

A primary research source for students of classic United States stamps and covers is J. H. Holbrook's *U. S. Mail and Post Office Assistant*. This four-page periodical, the size of a tabloid newspaper and crammed with fine print, was published monthly between 1860 and 1876. Its purpose was to keep U. S. postmasters informed of on-going events in the world of postal intercourse. The *USMPOA* published postmaster general's reports; post-office openings and closings; mail sailing dates from New York, San Francisco and London; official announcements of rate changes; foreign and domestic rate information (including registered and other special-category rates); and many other facts, figures and reports of great interest to collectors.

It seems that the *USMPOA* was unknown to philatelists until well beyond the turn of the century. It ceased publishing shortly after the formation of the Universal Postal Union, and simply disappeared. John K. Tiffany, who tried to accumulate every scrap of printed information relating to U. S. stamps and postal affairs, apparently never knew the periodical existed. The *USMPOA* is not mentioned in the massive and definitive Crawford bibliography (published in 1911), whose U. S. sections include the contents of the libraries of both Tiffany and Hiram Deats.

By the early 1930s, Elliot Perry and Stanley Ashbrook seem to have had access to at least scattered numbers of Holbrook, and they made much use of them. More copies turned up in the 1940s, some of them located in merchant and technical libraries. The first six volumes (1860 through 1866) are now in the Library of Congress. Much of the original rate and route information Ashbrook published in his *Special Service* was drawn from scattered numbers of the *USMPOA*. The rate charts in George Hargest's book, for the 1860-1875 period, also relied heavily on the *USMPOA*. By pooling the resources of a number of institutions and private collectors, Mr. Hargest was able to consult at last the rate tables of all but 28 issues of the periodical. The specific dates and numbers are described on page 198 of his book. Unfortunately, the missing numbers fall very heavily within the 1869 period, explaining why the Hargest material for this era is less complete than for earlier periods.

For many years, scholars have sought, without success, to fill in the missing months. The gaps for the year 1870—specifically the missing months of January, February and March—are especially critical, because it could be deduced that the missing months contained much information that would further our understanding of the very puzzling rate and route patterns that characterize the foreign mails during the early months of 1870.

It is your period editor's great pleasure to announce that the first 12 volumes of the *USMPOA*—covering the period from October 1860 through September 1872—have been discovered, complete and intact. Included in this run are most of the issues—notably those for January, February and March 1870—that up until now were thought not to exist. In fact, since the run completely brackets the 1869 period (which your editor rather arbitrarily defines as 1869 through 1871), it represents a goldmine of primary research information for students and collectors of the 1860s.

Your editor is not alone in hoping that the discovery of this run of *USMPOA* will lead to a reprint, if not of the entire magazine, then at least of the first 12 volumes, perhaps edited down, perhaps not. Other less complete runs, in libraries and elsewhere, have been clipped and microfilmed so often that their usefulness has been seriously compromised. Many issues literally crumble under the touch. But the newly discovered run, being heretofore unknown to philatelists (or to anyone else, apparently), has not suffered the ravages of scholarly abuse. It is in pristine condition, ideally suited for reproduction.

Any reprint will be a formidable and expensive task. The first 12 volumes alone comprise 576 pages. Given the tabloid format and the very small print, reduction is impossible. Any reprint will have to be done folio size or larger, with the resultant volume (or volumes) having the shape and bulk of a good-sized atlas, and doubtless a price-tag to match. But the work is *the* primary research source for the late classic period, and this alone should ultimately overcome whatever technical, economic or editorial obstacles might stand in the way of a reprint.

Meanwhile, your editor will begin, in the next *Chronicle*, to write up some of the more useful information contained in the *USMPOA*, confining himself, wherever possible, to new facts—mostly relating to the 1869 period—gleaned from the hitherto missing issues.

1869 BLOCKS

The largest known multiples of three different 1869 values came on the auction block March 27 at the Siegel rarity sale. According to the list of prices realized, all three fetched record prices.

A complete sheet of 150 of the 3c 1869, from plate 26R, well centered throughout, brought \$8000. There can be no larger multiple than this, but it is not a unique item. At least one other 26R sheet also exists, this one with a grill shift, illustrated in Brookman, volume two of the three-volume series. On the basis of the \$8000 Siegel realization, your period editor's Bowmar brain indicates that a 3c margin block of 10, with imprint and plate number—listed but unpriced in Scott—should have a market value of \$2200.

The largest known multiple of the 6c 1869—a square block of 16 with a catalog value \$3600 if broken into four blocks of four—sold for \$9500, after being run up on the floor from \$4500. The centering on this piece is really exceptional, which may help account for the hefty realization.

The largest known multiple of the 24c 1869—an off-center block of nine that was progressively in the Worthington, Lozier, Sinkler, Gibson and Ward collections—realized \$7500.

In the same sale, a block of four of the Centennial reissue of the 10c 1869, the finer of two such blocks known to exist, realized twice catalog—\$8000.

In *Chronicle* No. 81, your editor listed the 12 blocks known to him bearing the regular 10c 1869 stamp. To this listing must now be added two more. Number 13, brought to my attention by Millard Mack (RA 322), is a mint bottom right corner block of four, formerly in the collection of Dr. Tello D'Apery of Philadelphia. This block was illustrated as lot 181 in the Stollow sale of June 2, 1954. Number 14, reported by Creighton Hart (RA 346), is a faded used block of four, bringing to three the number of used 10c blocks known to your editor.

1869 NOTES

● The Collectors Club of Chicago plans to do a book illustrating and writing up covers that passed between the U. S. and China (either way) prior to U. P. U. The work will include stampless as well as stamped covers. A more complete description of this subject appears in the most recent issue of the *Chairman's Chatter*. Starting next *Chronicle*, your period editor (who, needless to say, is involved in the C. C. C. project) intends to publish some of the early results of this study. Collectors who have covers either to or from China, whether stamped or stampless, prior to 1875, are urged to share their information.

● The cover illustrated on page 219 of *Chronicle* No. 80, bearing a vertical pair of the 30c 1869, plus a 10c, from Shanghai to Pennsylvania, was described

in the accompanying text as "one of the premier covers in 1869 philately." The cover lived up to this description when it was put on the auction block in the Robson Lowe rarity sale in Basle on March 21. It sold for 99,000 Swiss francs—a realization of \$33,200 at the then-current exchange rate. Could this be the highest price ever paid for an 1869 cover? Your editor thinks so.

● Speaking of high-priced covers, interesting transatlantic material continues to skyrocket. At the March Siegel rarity sale, a 14c Prussian Closed Mail cover to Italy, bearing 10c, 3c and 1c 1869s, plus all the appropriate markings, sold for \$725. This same cover had sold, in another Siegel sale less than two years before, for \$475, and was reckoned by some observers to be overpriced then.

● Many 1869 covers to Europe are addressed to Miss Ruth Burrage, a young Bostonian who toured Europe during 1870. She saved all her letters from home, and had the good sense to save them in their original envelopes. The correspondence—each cover still with its contents—subsequently came into philatelic hands. A cover from the Burrage correspondence was illustrated on page 48 in *Chronicle* No. 81. This editor knows nothing about the circumstances of the Burrage find, and would value a reference or a recollection. While most of the Burrage covers are rather ordinary (the typical cover bears a single 10c 1869 paying the direct rate to Germany) the contents of these envelopes are a treasury of century-old trivia: gossipy girlfriends spinning tales of boarding-school romances, indulgent relatives writing about family picnics, a loving mother concerned about her daughter's health and piety, and a stern father lecturing about excessive expenses and the danger of hurricanes. Taken as a whole, the Burrage letters are a fascinating insight into the lives of the Victorian well-to-do. If any route agents have Burrage covers in their collections and can conveniently (and legibly) xerox the contents for me, I would be happy to add them to those already in my possession. One of these years I will write them up.

U. S. POSTAL HISTORY AND QUALITY STAMPS

Are a regular feature of our public auctions.

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor
ARTHUR VAN VLISSINGEN, Assoc. Editor

AN IMPORTANT BANK NOTE COLLECTION

The United States Bank Note issues are certainly coming into their own.

On April 16, 1974, the Jay Braus Banknote issues were sold at auction by Robert A. Siegel, who had helped Braus assemble the superb collection. Siegel has generously permitted us to use here not only his catalog illustrations but also some relevant data bearing on Braus material.

To the best of our knowledge, this was the first major auction devoted only to Banknote issues. Certainly it was the most important single sale of those issues ever held, as suggested by the total auction realization of approximately \$160,000. What makes this amount even more remarkable is that the collection included only one stamp of the Special Printings. That lone representative was a horizontal pair imperf between of the 2c Brown (Scott #211Bc): catalogued at \$900, this is among the least rare of Banknote Special Printings.

Some brief statistics on Braus auction prices prove conclusively that the Banknote issues are now full participants in the steady and amazing increase of prices yielded by rarities in very fine to superb condition. These figures should help to change the outlook of those few old timers who still feel that a U. S. stamp issued after 1869 is somehow beneath the dignity of a genuine Classicist.

That outmoded outlook had already been shaken by a succession of astounding auction realizations chronicled during the past five years for the rarer Banknote stamps in very fine or better condition and with O. G. Superb copies, particularly with jumbo margins, have frequently brought prices many times catalog value. Very recently two lots in a West Coast auction hammered home this fact: a deep yellow brown Re-engraved (Scott #209, cat. \$13.00) sold for \$140.00; a 5c blue Soft Paper (Scott #185, cat. \$35.00) described as superb O. G. sold for \$175.00.



Figure 1. National Banknote with grill, beautifully centered, virtually full gum, this gem realized \$17,000 at the Braus auction.

Braus auction prices merely followed that established pattern—if something as distinctive as that collection can be thought of as following rather than setting a pattern. This Braus sale comprised 541 lots, and brought approximately \$160,000. Exactly 27, or 5% by number, sold for \$1,000 or more; they totalled \$86,450, more than the total realizations of the other 514 lots. The top-drawer 27 averaged out at \$3,200. Actually 5 of the 27 went for \$42,500, averaging \$8,500. The next 7 went for \$26,550, averaging just under \$3,800. The remaining 15 went for \$17,400, averaging \$1,160.

The most outstanding piece in the sale was a very fine unused O. G. block of four of the 12c grilled National (Figure 1) which sold for the staggering sum of \$17,000. Next highest was a used single copy of the 24c grilled National (Figure 2) in extremely fine condition; this realized \$12,000 against a catalog price of \$5,250.

Figure 2. National Banknote with grill, accurately described as, "Certainly one of the finest examples in existence." Sold for \$12,000, more than double catalog.



Braus had a magnificent representation of used and unused single stamps and multiples. These included such unusual items as bisects, double prints, a stamp printed on both sides, roller grills, and Continental grills. Noteworthy among his holdings were surprisingly many combination covers with stamps of other countries, many interesting rates and uses, and a remarkable lot of 90c stamps on cover.

All of the items mentioned above are spectacular. But the great strength of the Braus collection was its amazingly complete representation of each denomination of each Banknote issue from the 1870-71 grilled National through the American of 1888.

National Banknote Issue—Grilled

Starting with the National grills Braus had unused singles of all denominations except the 12c, 15c, and 24c. There were unused blocks of four of the 1c, 2c, 3c, 6c, 7c, 10c, 12c, 15c, and 30c. Also a superb block of 6 of the 7c (Figure 3) and a vertical block of 6 of the 10c. Two pairs of the 3c imperforate with National grill were included.

In used condition his grills comprised fine examples of all denominations including a pair of the 24c (Figure 4) with the right-hand stamp showing a distinct double grill. It is believed to be unique both as a double grill and as a multiple of this rarity. All denominations were represented on cover except the 24c and 90c. There were additional examples of the rare end-roller grill on two of the 2c, and on singles of the 3c, 6c, and 10c. Likewise he had a good representation of double, split, and quadruple grills. One may doubt whether the grills have ever been represented so completely in any collection.

Figure 3. This superb margin block of six National 7c with grill brought \$7,000.



National Banknote Issue—Ungrilled

The collection was complete in unused and used singles of the National Banknotes without grill, listing two fine copies of the unused 30c which experience has convinced many specialists is the most difficult denomination unused in very fine condition. It contained unused blocks of all values except the 7c, 10c, 30c, and 90c, and had a used block of the 90c.

Two sensational items of Braus's ungrilled Nationals were the extremely rare 3c printed both sides and the 3c double impression. All values of this issue were represented on cover, with the outstanding feature the presence of two 90c covers, one of which realized \$5,000.



Figure 4. The pair of 24c National with grill is believed doubly unique: As a multiple of the rare stamp; and, For the double grill on the right hand stamp.

Continental Banknote Issue

And so, on to the Continentals, represented by singles unused and used complete, and blocks complete except the 6c brown rose shade. All denominations were represented on very fine covers, including the 90c. Among the particularly unusual items were a 2c double impression and a 3c cogwheel punch. The extremely rare Continental experimental J grill was seen on singles of the 3c and 6c and a superb pair of the 2c, and on both the 2c and 5c of the 1875 issue. (Scott #178 & 179).

The Continental Bank Note Company's product is not held in universally high esteem. Lester Brookman used to claim he could infallibly tell a Continental stamp by its poor impression caused by dirty and poorly inked plates.

American Banknote Issues

And now come the American Bank Note Company issues. In the Braus collection used and unused singles of that era were complete. A fine used example of the double impression of the 2c vermilion (Scott #183a) and unused imperforate pairs of the 90c carmine (Scott #191b) and the 5c indigo (Scott #216b) were among the highlights. Large multiples were present in profusion. Among those rarely seen were unusual blocks of 4 of the variety described as "punched with eight small holes in a circle": one block of the 1c gray blue (Scott #206) and two of the 3c green (Scott #207). This variety, which is difficult to make out, is found only unused and on double paper with the holes penetrating only the back layers; apparently it was an experiment in the never ending search for ways to halt cleaning and re-use of stamps.

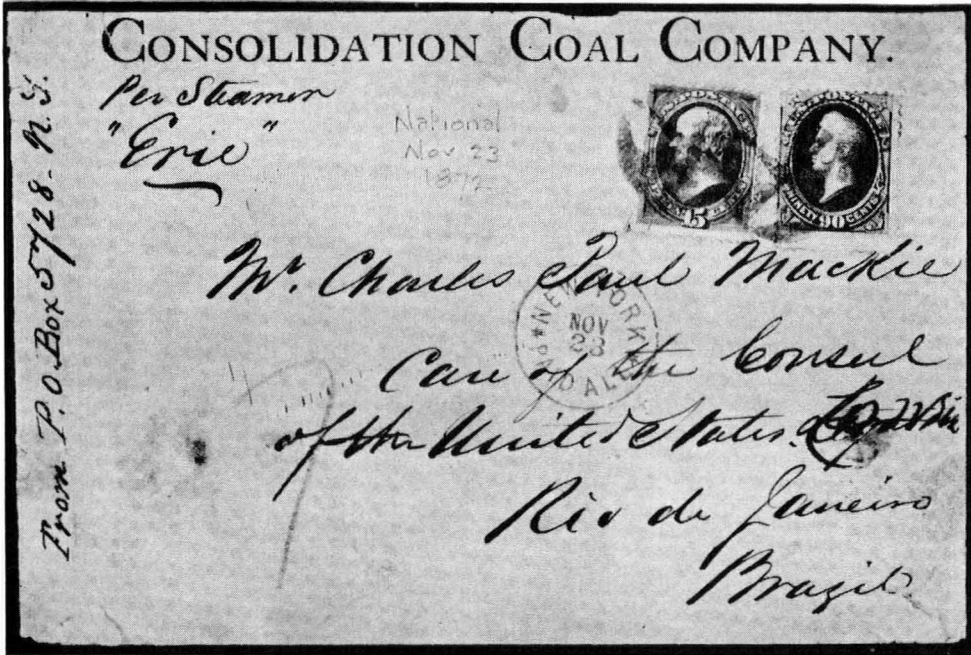


Figure 5. Banknote covers franked with 90c are so few and so well known that most have their own names. "Consolidated Coal 90c" was auctioned for \$5,000.

Combination Covers

A strong thread of combination covers ran through all of this collection's issues. Hawaiian, Danish, and Samoan combination covers were particularly well represented and brought very fancy prices. Rather than slight these fascinating covers by describing them as merely incidental to this account of the Braus sale, an article on combination banknote covers is planned for the early future. That will deal with combinations of U. S. Banknote-Foreign Stamps but also of Banknotes with stamps of earlier U. S. issues.

As a personal observation your admittedly cancellation-prone editors feel that, magnificent as the Braus collection was in its many major aspects, it could have profited by a more comprehensive representation of Banknote cancellations. Those cancellations which the sale offered were of very fine quality, but they were hardly commensurate in quality with what was offered in other sub-specialties of this field.

It would be hard to improve on the high standards set by the 90c National cover (Figure 5) with NYFM Type G24 to Rio de Janeiro or on the spectacular 7c National cover (Figure 6) with Pittsburgh shield to Switzerland. One of the most unusual and desirable Banknote cancellations is on the 3c Continental cover (Figure 7) postmarked at Carmel, N. Y. during the summer of 1876,

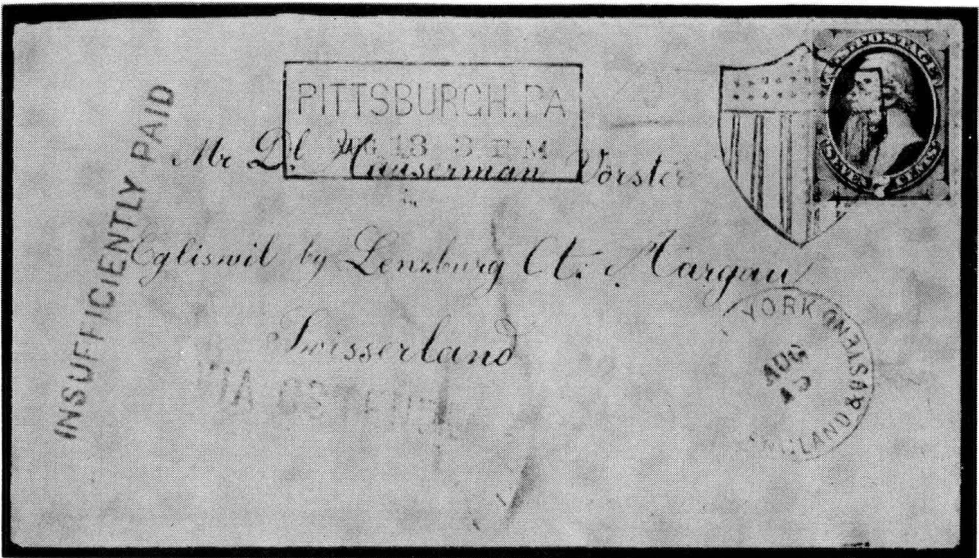


Figure 6. The spectacular "Pittsburgh Shield" machine cancel on this 7c National ungrilled cover helped push the bidding up to \$1,250.

a presidential election year. That cancel advocates the candidacy of Hayes and Wheeler. The November election did not achieve this goal, however. Instead the election was thrown into the House of Representatives, and Hayes did not take office until early May of 1877. But if one looks at the cancellation-rich catalogs of the Newbury collection (Robert A. Siegel Auctions-Part I May 17-18, 1961, II October 17-18, 1961 and VI October 23-24, 1963); Knapp (Parke-Bernet Galleries, Inc.-Part Two November 3-8, 1941); or Gore (Eugene N. Costales-Oct. 28-30, 1947) he cannot help wondering how the truly great Braus collection might have been improved in interest and beauty with more examples of such rare and charming cancellations, both on and off cover.

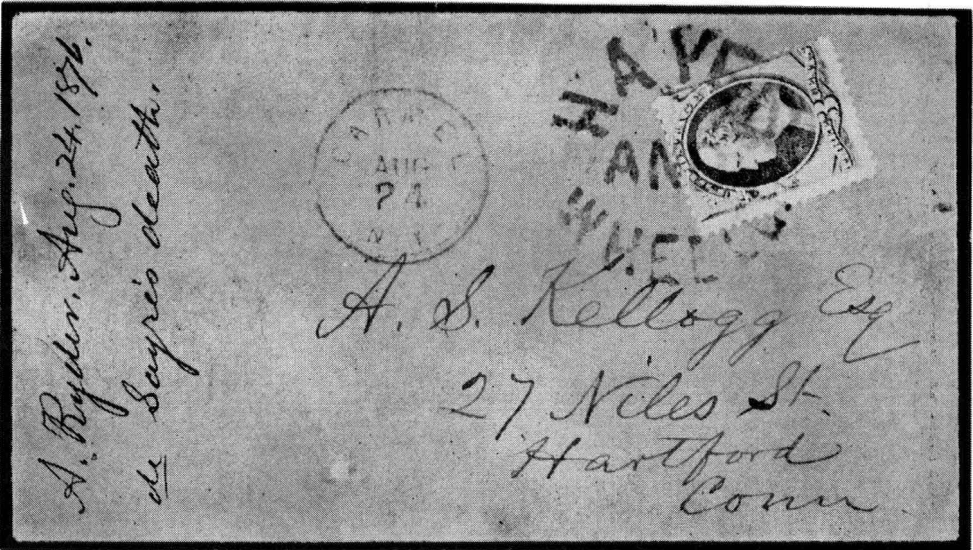


Figure 7. Few off-center 3c green Continentals on cover sell for \$950. This one did, for its spectacular, extremely rare presidential campaign cancellation.

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(1) Railway Mail Service History

A study of the history of railway postal service in the United States in the 1837-1861 period is most difficult, as existing records are fragmentary, scattered and often erroneous. One source which should not be overlooked is the correspondence of the Post Office Department which occasionally turns up in auctions and dealers' hands.

Susan McDonald has located an interesting letter from the Post Office Department to the President of the Boston & Fitchburgh R. R. at Fitchburgh, Mass. which highlights some of the difficulties encountered in changing the thinking of Congress and the Post Office Department from a stage coach oriented mail network to the new and rapidly growing railway system. The printed letter is contained in a stampless cover with Washington City town-marking, a FREE handstamp and is dated June 9, 1845.

SIR:

The act of March 3, 1845, (19th section) makes it the duty of the Postmaster General to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboat, into three classes, according to the size of the mails, the speed with which they are conveyed, and the importance of the service. It authorizes him to enter into contract for conveying the mail over said roads; but allows him to pay for such conveyance, upon those of the first class, no more than what is now allowed by the law; on those of the second class not more than \$100 per mile per annum; and not more than \$50 per mile per annum on those of the third class. It permits him to make an addition of 25 per cent upon the foregoing maximum rates where one-half of the service is performed in the night season; and to make such additional compensation as he may think just and reasonable, having reference to the service performed and the maximum rates of pay, whenever more than two mails daily are conveyed over the road.

The object of the act is to fix a limit by law upon the cost of mail transportation, where, from the nature of things, none is, or can be, imposed by competition; and to make the compensation among the several roads alike, where the service is similar. This equalizing of the price of transportation, according to the amount of service performed, is to be effected by the classification of the routes. How this classification is to be made, is with the Department the main, indeed the only, question.

It appears that, from the commencement of railroad service, the railroad routes of the great Atlantic line between New York and New Orleans, have been uniformly regarded as of a higher grade than any other, with but a single exception—which exception it is the intention of the Department to correct in due time. A close investigation shows that this distinction in favor of the great Atlantic mail routes south of New York should continue, unless it be forfeited by the mismanagement of the railroads. The great mail which, south of New York, is concentrated upon one line, is divided east of that city between parallel lines—and here the superiority in the relative importance of the routes is consequently lost.

Placing the railroads of the Atlantic line above referred to in the first class, the question arises, are all these routes of the second class to receive the uniform price of \$100 per mile per annum? Some of them will perform more service than others, by reason of conveying a second or third daily mail; and if no more is received by the railroad necessarily performing this additional service, than is received by the railroad running but the single daily trip, the compensation will be unequal in regard to the service performed, and the express object of the law in this respect will be defeated. On the other hand, if the maximum pay for the second class service be given only to the routes that carry double daily mails, and an amount proportionately reduced from that be given to the routes running but once a day, injustice may be done the latter by too wide a difference of compensation between them and the first class routes, and ground will be furnished for incessant struggles between the discretion of the Department on one side, and the efforts of the railroad companies on the other, to obtain all that the law will permit them to receive. This would defeat another most important object of the law—the relief of the Department from the controversies which ever arise where matters of this nature are determined by the mere exercise of executive discretion.

It is obvious that the only way to attain the object of the law—a just and equal measure of compensation, according to the service performed—is to classify the roads not only in reference to the principal mail they convey, but also in reference to the additional mail transportation they perform, whenever a more frequent mail conveyance than once a day is required by the Department. A railroad therefore may, and generally will, be arranged to one class, in respect to one of its daily lines, and in respect to another daily line of mail conveyance performed by it, assigned to another class.

It is this process of classification that the Department will adopt in the execution of the law. The only railroad routes at present under consideration are those in the New England States and in New York. Upon these new contracts are to be made from the 1st July next.

For the reasons before stated, the railroads upon the parallel daily lines between New York and Boston are placed in respect to the principal daily mails upon them, in the second class; and, as the service on these roads is not inferior in importance to that on any other railroad in the section, it follows that there are no railroad mails in New England and New York to assign to the first class. All former decisions and reports show that this view of the matter is in harmony with the past action of the Department in respect to these roads.

The primary railroad mail service in this section belongs to the second class under the law. To that class should be assigned the main daily lines—

From New York, by Stonington and Providence, to Boston;

From New York, by Norwich and Worcester, to Boston, and thence to Portland, in Maine.

From Boston, by Lowell, to Concord, in New Hampshire;

From Worcester, (the point of divergence from the New York route) by Springfield, to Albany;

From New York, by New Haven and Hartford, to Springfield, Massachusetts, as the stem of the great Connecticut river mail;

From New York, by Bridgeport, to the intersection of the Boston & Albany Railroad, during that portion of the year only when steamboat navigation is suspended on the Hudson River;

And from Albany, by Utica and Rochester, to Buffalo.

Upon the residue of the railroads no mail service is performed that will justify the assignment of any of them to a higher grade than third class. In respect to the second daily trips on the second class routes, it is clear that the mails conveyed by such additional daily trips are so much inferior in size and importance to the principal daily mails on the same roads, that they can be rated no higher than the third class mail service. Where such second daily mails are necessary and conveyed by the order of the Department, the maximum rate of third class compensation will be allowed, in addition to that awarded for the principal daily mail. Where a third daily mail is necessary, (and even in the strongest case *that* may be deemed quite problematical,) if an additional allowance be made under the last clause of the 19th section of the act, it will in no case be granted so as to carry the aggregate of compensation beyond the present expense. All the enactments of Congress, made in connection with the introduction of the system of low postage, look to a reduction of the cost of mail transportation; and the force of circumstances combines with that of the law in imposing this policy upon the Department. For the same reason the 25 per cent. addition authorized in the act for night service will not be allowed, where it has the effect of augmenting the pay beyond the present amount. The fact that the classification of railroad routes in this section has the effect of increasing the cost of railroad transportation in the aggregate, makes it imperative to resist the enhancement of price from any other cause.

The maximum rates will be awarded only to the full daily service, performed by separate cars, and the conveyance of the mail agents of the Department wherever that mode has heretofore been practised or shall here-after be required. The principle asserted in the act is equality of compensation, according to the services rendered; consequently, where the mail is carried but six times a week in each direction, a proportionate abatement in the pay will be made. The rule of classification presented in the act for railroad service will be applied by the Department to the steamboat routes, where there is no competition. The former legislation of Congress has recognised a difference in price between railroad and four-horse-coach transportation equal to 25 per cent. As steamboat conveyance of the mail is higher than that by coach, but not so high as railroad transportation, the Department will adjust the maximum price for it at 12½ per cent. below the maximum rates of railroad service of the like relative class.

In giving these views and regulations, the Department has discharged its duty under the law, and feels a consciousness of having done so, in a mode as favorable to the railroad interests as the obvious distinctions between the size and importance of the mails on the different roads, and between the different lines on the same road, and the terms of the act will allow.

The rate of compensation prescribed for route No. 406 from *Boston to Fitchburg for a daily 3d class mail* will be *\$50 a mile per annum—total for 49 miles, \$2,450 per annum.* —errors in distance to be corrected. [Italicized words entered in longhand.]

Any pay beyond this it will be impossible, because illegal, for this Department to give for any mail service on said railroad, performed after 1st July next. And it remains for the railroad companies to determine whether they will continue in the mail service on and after that day.

No doubt whatever is entertained of the sincere regard of the companies for the convenience and interests of the public, nor of their respect for the laws, in the faithful observance of which can alone be found the safeguards of their exclusive and valuable privileges; and consequently, it is not apprehended that they will refuse the terms of the law, and abandon the transportation of the mails. But should such a course be determined upon in any instance, it is expressly requested that timely notice be given, so that the alternative conveyance specified in the act of Congress may be provided in season. The company is solicited to inform

me at an early day of their acceptance of the terms offered, so that the Indentures of Contract in due form may be prepared and executed.

Respectfully, your obedient servant,

(signed)—C. Johnson

P.S. The propriety of ordering an additional six times a week mail (3rd class) will be considered. C.J.

We thank Mrs. McDonald for furnishing this early day example of bureaucratic reasoning and are amazed at such a socialistic approach 130 years ago. The President of the Fitchburgh R. R. must have objected to the capricious and obviously inequitable approach to the problem as we find annual pay for his service listed at \$1,994 for the years 1845 to 1849.

(2) General: Association Material

One of the ancillary pleasures to the collecting of railway markings on cover is the embellishment of a collection with such items as tickets, passes, waybills, facing slips, registered pouches and especially covers with corner cards advertising railroads or railroad suppliers. Often these items are in color and often they have intricate and fancy designs which add to the interest and attractiveness of a fine collection.

A fine example of such a corner card is shown in Figure 1, with a locomotive corner card on 3c 1864 stamped envelope used in 1867 to Windsor Locks, Conn.



Figure 1

The Manchester Locomotive Works was incorporated June 1854 and commenced building locomotives in Manchester, N. H. in 1855 with the first locomotive being shipped to the Central Military Tract Railroad. With a capacity of three locomotives per month products of this plant were purchased by railroads throughout the country. In 1901 the plant was sold to American Locomotive Co. and locomotive building ceased about 1915.

The locomotive "General Grant" depicted on this cover was unit No. 97 built for the Boston & Maine R. R. in June 1867. A very ornate 4-4-0 type with 66" drivers and a weight of 60,000 lbs., it was typical of the type of locomotive built following the Civil War.

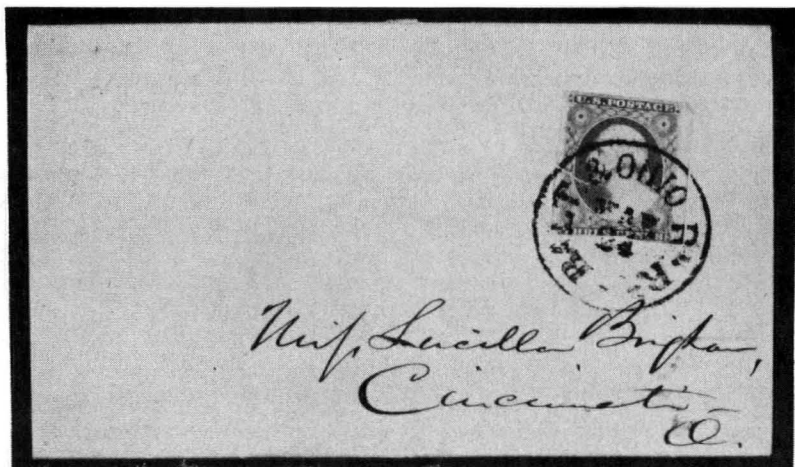
(3) Remele Period

B 2—BALTIMORE & OHIO RAILROAD

Route Agent Duane Ulrich has submitted a new type of Baltimore & Ohio R. R. marking as shown in Figure 2. This marking is somewhat similar to B 2-d but spacing of R. R. is different. On cover with 3c 1851 dated March 24, 1853, and apparently mailed on train running from Wheeling W. Va. to the east. B 2-j BALT. & OHIO R. R. 30 Black, 1851-57.



Figure 2



(4) Towle-Meyer Period

(a) 963-S-1: TERMINUS, ARIZ. 28 Magenta, 1879.

Figure 3 shows a fine example of this very rare end-of-track marking. Further study indicates the valuation of this marking should be increased to 35 as it is far scarcer than Terminus markings from Utah Northern R. R. in Idaho or Montana and ranks in scarcity with the Union Pacific and Northern Pacific end-of-track markings.

According to the Western Postal History Museum this marking was from a post office established in a mail car that followed the rail head as the Southern Pacific Railroad was constructed eastward from Goshen, Cal. towards El Paso. One source indicates "Terminus" was used in California from near Whitewater, March 18, 1876, to Fort Yuma, Cal. May 23, 1877, and in New Mexico Territory at Lordsburg and Deming in late 1880 and early 1881. However no examples have been reported to date with California or New Mexico in the marking or with dates establishing such usage.

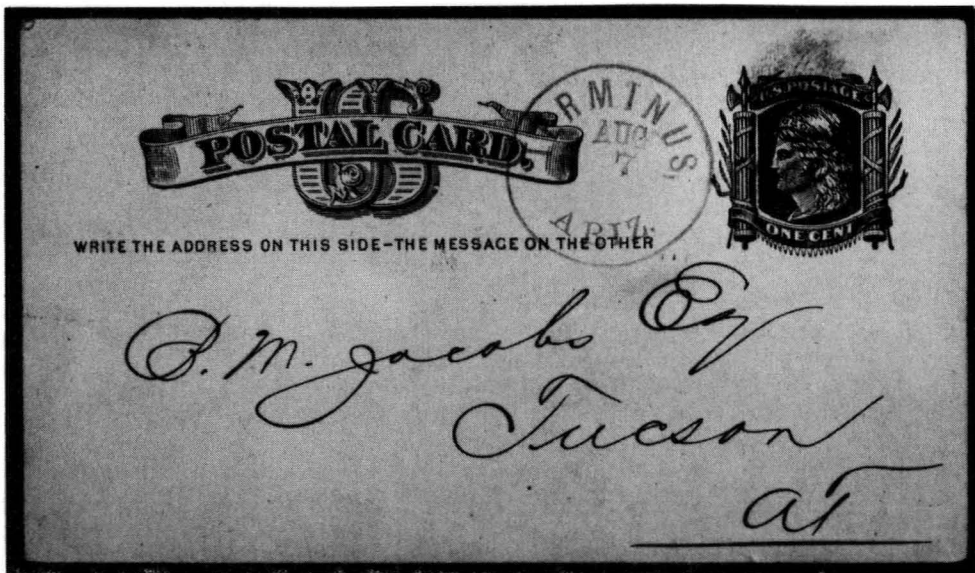


Figure 3

All examples recorded have been used in Arizona Territory, especially in 1879 when construction was in the vicinity of Casa Grande. In Arizona, Terminus post office was established soon after Nov. 1878 and discontinued in 1880. The mail car reached construction points as follows: Yuma—May 1877; Maricopa—

April 1879; Casa Grande—May 19, 1879; Tucson—March 1880, and was opened to Lordsburg, N. M. T.—October 1880. First through southern transcontinental train service commenced March 17, 1881, via connection with Atchison, Topeka & Santa Fe R. R. at Deming, N. M. T., March 17, 1881.

(b) Route Agent Killers

Some of the killers used by route agents in the 1870-1900 period were designed to display the agent's name or initial and often combine with stamp and route marking to provide a very attractive cover. Such covers rightfully command premium prices over more commonplace examples with just the route marking. A good example of such a cover is shown in Figure 4 with a D. & ST. P. R. R. 26 mm. blue route marking plus LEE in blue negative octagon, combined on cover with green 3c banknote stamp with another blue cork killer. We are indebted to Mr. Robert Kuehne for submitting this item for recording.

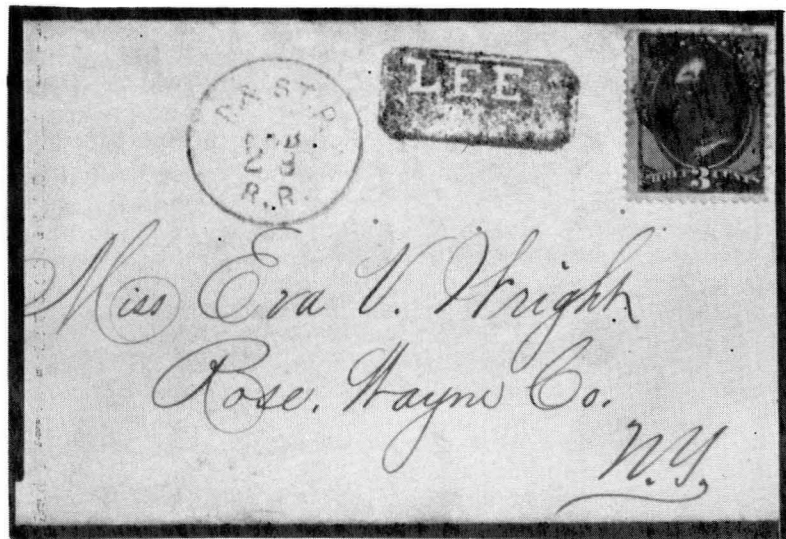


Figure 4

This cover was used on the Davenport and Saint Paul Railroad—Towle & Meyer 756-A-2. Mr. C. A. Lee was route agent operating on the line, and in 1873 ran from Davenport to Delaware Center, Ia., 89 miles, and return. In 1875 his run extended from Davenport to Fayette, Ia., 128 miles, and return. It is within the bounds of possibility that Miss Wright was a girl friend of Mr. Lee's to whom he desired to demonstrate his importance by having his name prominently displayed on the envelope of his letter. Collections of such agent name or initial killers on cover offer an interesting area for specialized research and exhibit.

(c) Hanover Branch, Frederick and Pennsylvania Line.

Thanks to the cooperation of Mr. A. M. Gaumer another of those elusive railroad initial problems has been solved. T. & M. No. 208-B-1, shown in cut, is 25 mm. black on 3c banknote cover addressed to Lancaster, Pa. The cover has an attractive corner card of Lenhart's Pennsylvania House, York, Pa., but, as is true in so many covers of this period, the corner card only tends to confuse the issue as it was not used from the town involved. To conserve funds no doubt many traveling men of the day picked up their paper and envelopes from the last night's hostelry.

This marking was used by route agents from Hanover Junction, Pa. to Frederick, Md. Stations were Hanover (13), Littlestown (20), Taneytown (28), Frederick Jct. (33), and Frederick (50).

The Littlestown Railroad was built in 1858 from Hanover to Littlestown, Pa.—a distance of 7 miles, and operated by Hanover Branch R. R., owner of a line from Hanover Junction on the Northern Central R. R. to Hanover, Pa. In 1871 Littlestown R. R. was extended 2.3 miles to the Maryland line and the

Frederick & Pennsylvania Line R. R. Co., incorporated 1867, carried construction through to Frederick, Md. in 1872. Hanover Branch R. R. operated these lines until 1875 when a through line from York to Hanover was built by the Hanover & York Railroad, and the Pennsylvania Railroad took over operation of the entire line. Thus the initials represent Hanover Branch, Frederick and Pennsylvania Line Railroad.

This clarification removes two tentative listings from the record. T-10 in the catalog, page 328, was H. B. F. &—R.R., 25 black, to Mt. Holly Springs, Pa. T-21 listed in *Chronicle* 77 was H. — F. & P. L. R. R., 25 black, to Philadelphia. Both should be deleted in favor of Cat. No. 208-B-1 which should be listed with a rarity factor of 12.



208-B-1

THE EDITOR'S PAGE (continued from page 143)

are out of print and very costly to acquire. For most collectors the *BNA Book* provides a satisfactory substitute for such standard works as Boggs' *Postage Stamps and Postal History of Canada*, his companion book on Newfoundland, *The Postal History of Nova Scotia and New Brunswick* by Jephcott, Greene, and Young, Argenti's *Postage Stamps of New Brunswick and Nova Scotia*, Deaville's *Colonial Postal System and Postage Stamps of Vancouver Island and British Columbia*, Lowe's *Handstruck Postage Stamps of the Empire*, and Jarrett's *B. N. A. Handbook*, to mention only the essential titles. When you consider that \$300 is a modest estimate for these at current prices, the *BNA Book* is an attractive bargain. It is available from several of our advertisers. You should not put off buying a copy—it is bound to be an instant classic.

Some comment on the physical make-up of the book is appropriate. In spite of the number of pages, it is compact, portable, and easy to handle. Page layouts are inviting and pleasing to the eye. The type face is most agreeable and subdivisions allow easy reference. Illustrations are generously interspersed throughout the text. Postal markings are shown in considerable detail. An excellent selection has been made of covers and of stamp multiples and other unusual items for illustration. Many informative tables on postal rates, post offices, currency conversion, place names, etc. are scattered through the book.

This volume fulfills its title, for it admirably performs the functions of an encyclopaedia. Short items on various topics encourage browsing. The reader may profitably dip into the book anywhere and read a few lines, a page or two, or a whole section. The book's eclecticism is one of its principal charms. It deserves a place in every serious collector's library.

Susan M. McDonald

NOT FOR SALE:

Telegraph Covers Pre-1870

Montana Territory Postal History

I DON'T WANT TO SELL — I WANT TO BUY.

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THE FOREIGN MAILS

AN UNUSUAL ROUTE TO ENGLAND

WALTER HUBBARD

In 1858, unless one lived west of the Rocky Mountains, a ½ ounce letter could be sent prepaid to England from the United States for 24 cents, whilst if one wanted to write to British North America, the rate by the Overland Route was 10 cents. The cover illustrated, although addressed to Halifax, Yorkshire, England, went first to Halifax, Nova Scotia.

In error, this cover (there is no letter inside) was prepaid for and put into the British North American mail, in which it picked up the American Exchange Office mark, U. STATES C in red. On arrival at Halifax, N. S., the mistake was noticed and it was put on a packet to England to reach Liverpool on August 8. The British collected 6 pence postage due on delivery on the following day. As *Canada*, of the Cunard Line, sailed from Boston on July 28, from Halifax on July 29 and arrived at Liverpool on August 7, and no other packet matches these dates, it seems safe to say that it was carried by her.



The markings on the reverse show a circular New Brunswick mark indicating a date of (July) 26 (1858); an oval Halifax, N. S. of JY 28, 1858; a tombstone PKT. LETTER LIVERPOOL AU 8 A58 and a 19mm cds A HALIFAX AU 9 58—all in black.

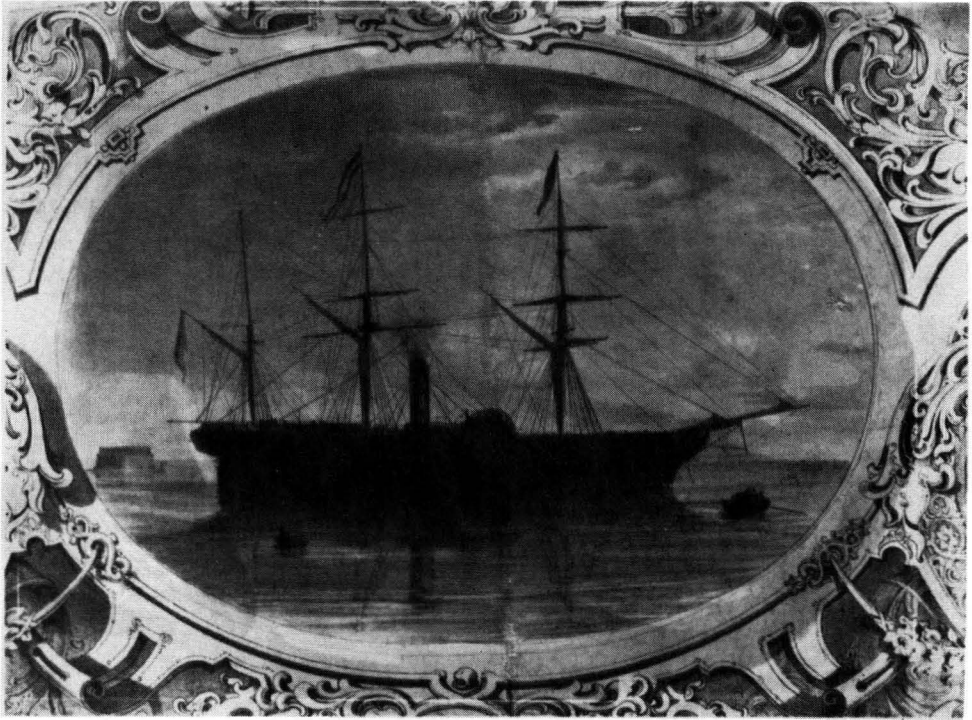
Assuming it to be unlikely that a letter posted in Blackstone, Mass. on July 23 would reach New York in time to catch the Inman Line packet which sailed from there on July 24, it would appear that no time was lost by this détour to Nova Scotia—*Canada* would have received it at Boston on or before the 28th, had it been correctly prepaid and routed.

To speculate as to how this came about, the writing looks like that of a young man, literate of course, but not highly educated, whilst the address, No. 11. Garden Street, N. Bank, suggests one of a row of terraced houses.

In 1858, Halifax, Yorkshire, England was having a bad time. During the first half of the century, to meet the demand for the labour required by the booming textile mills, its population had grown from twelve to thirty thousand. This rate of expansion was, however, too great and some years earlier a public enquiry had had to be set up to deal with the overcrowding and appalling sanitary conditions which it had brought about. In addition, massive unemploy-

ment was being caused throughout the area by the introduction of more sophisticated textile machinery. In this respect, Halifax was worse off than some of her neighbours as, being surrounded by hills, the railways were late in reaching her and much of her business had gone to nearby towns with which communications were easier.

New Bank, of which Garden Street was a part, rises diagonally up a steep hill to the north of the town, a few hundred yards away from the huge new mills which had been built, in the previous decade, by famous firms like Crossleys and Ackroyds. The old mills had been scattered about the countryside wherever there was running water, but since the 1830s, the newly developed steam engine had been rapidly replacing the water-mill as a source of power, and the larger firms found it advantageous to move into the valley, so that they could be near to the canal system which carried the vast amounts of coal these early engines required. To provide accommodation for the workers, the whole of New Bank had been covered with small houses, "back to back, back to earth, one two on top of the other."



"Canada" (Cunard Line) was in the Transatlantic service from 1848 to 1866. Sold and renamed "Mississippi," she was converted to sail. (Photograph: The National Maritime Museum, Greenwich).

The family in No. 11 Garden Street had grown up in hard times, and I suspect that Mr. Joseph Burton's correspondent had decided to emigrate. By July 23, 1858 he was in Blackstone, Mass., and was probably on his own, for if he had been staying with friends or relatives, previous correspondence would have taught them the cost of a letter to England. Wanting to let those at home know that he had arrived safely and, as he was not writing from a seaport, that he had fixed himself up with a job or, at any rate, accommodation, young Mr. Burton (if such he was) went into the Post Office at Blackstone and asked the postal clerk the rate for a letter to Halifax. Never having heard of any other Halifax than the one in Nova Scotia, the clerk sold him a 10 cent stamp (type II), and put the letter into the BNA mail.

Young Mr. B. really did very well. He had managed to send his letter by a route the total cost of which was 2 cents less than the official rate, he had got round the regulation disallowing part payment and had passed on

more than half the cost to his, I hope, indulgent parent—all without losing time. With regard to Garden Street, today only about 100 yards of it survives. There are no houses in it and it is a cul-de-sac leading to a mill-yard.

Some years ago, a friend of mine, pointing to about thirty brass plates in the entrance to a block of offices, said 'All of them mine, and not one of them sound.' Some of my assumptions deserve the same comment, but the cover does show that something like this must have happened. It would be interesting to know whether there are, today, any Burton grand-children living in Blackstone, Mass.

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PAID TO BREMEN

CHARLES J. STARNES

In his *Meisterwerke*, Dr. Hargest¹ illustrates and explains a cover showing part-payment to Hanover by Bremen mail in 1856, 10c postage paid (the treaty rate to Bremen), and the remaining 5c of the total 15c G. A. P. U. rate being collected in gute groschen from the addressee. The letter went by Am. Pkt. (Ocean Steam Navigation Co.), 1c credit to Bremen, and bears a straight-line handstamp PAID TO BREMEN. This very fine example from the Schuh collection has been the only cover of record showing the 10c part-payment recognition.²



Another example is shown here. The cover, addressed to Hamburg and franked with a 10c 1861 Type 2, was mailed from Upper Sandusky, Ohio, 3 Feb. At the New York exchange office the letter was handled as prepaid to Bremen; Bremen was credited with 7c, the black boxed PAID TO BREMEN applied, and transit was by a steamer of the Norddeutscher Lloyd sailing 13 Feb. All very efficient; although the rate to Hamburg via Hamburg mail was 10c and via Bremen was 15c, transit by Hamburg mail would have meant a delay in New York to 5 March, the next sailing date of the H. A. P. A. G. line (Hamb. Pkt.). The letter arrived in Hamburg 27 Feb. 1864 (Hamburg Stadtpost receiving) and 3 schillings Hamburg (5c U.S.)—large crayon 3—was collected from the addressee.

¹ *History of Letter Post Communication Between the United States and Europe*, p. 124.

² Two examples of the 15c G. A. P. U. rate accepted as part-payment of the total 19c rate to Switzerland were presented recently (*Chronicle* 78:124; 80:242).

THE HOLES IN THE LIST

PAUL J. WOLF

The lengthy process of putting together the list of "Black Jacks Abroad" was both interesting and instructive. Starting with a list of some 50 countries, the list grew to 75 and was published at that number.

As might be expected, number 76 arrived within the week after the list was finished and sent to the Editor of the *Chronicle* and to the contributors. Also, details on other covers listed merely with question marks have now become available, so it appears likely that a supplement to the original list will be in order, now that it has been published and after readers will have had time to respond.

But in reviewing the list of countries as shown in Professor George E. Hargest's *History of Letter Post Communication Between the United States and Europe, 1845-1875*, for the period 1848-1868, which includes most of the Black Jack era, a number of holes, areas in which there is no coverage, became apparent. Professor Hargest's list takes up pages 199 to 212 of his superb book, 14 pages in small type, and shows about 198 countries. The Black Jacks Abroad list covered 75, so that 123 are not accounted for.



Victoria, British Columbia to Ireland. A Wells Fargo cover, with a 10c entire (Scott U40) plus a Black Jack to make up the 12c rate to Ireland after Jan. 1, 1868. The blue handstamp "Post Office Victoria" in oval, indicates that the British Columbia postage, 5c, was paid. The presence of the blue Wells Fargo handstamp and the absence of postal markings from any one of the three West Coast ports: Port Townsend, Wash., Portland, Oregon, or San Francisco, shows that this cover was carried out of the mail by Wells Fargo to New York, where it was placed in the mails, and received the "New York Paid Ail" marking in red. British Columbia's only postal contact with the outside world, at that period, was via the United States mails and it is a matter of record that the Post Office in Victoria stocked United States postage stamps for the convenience of its patrons.

Of that number, a considerable group can be eliminated. The "Old Country" origins of the population of the United States in the 1860s were heavily weighted toward the Anglo-Saxons, Irish, Scots and Welsh, French, Germans, Scandinavians, Dutch and Swiss. The great late 19th Century immigrations of Southern and Eastern Europeans were still in the future and while there were representatives of many lands present, they were few in number by comparison to the great bulk of the population. It is to be expected that they would, obviously, therefore, originate fewer letters. Thus the chances of survival of comparatively fewer covers are even less.

Many of the covers existing to some of the smaller and perhaps more exotic locations are addressed to the personnel of ships expected to be in the area: whaling ships, cargo vessels, ships of war and so on. A number of covers are known addressed to diplomatic or consular officials of the United States

Government stationed abroad. Some are to or from missionaries sent abroad by their churches. But after these are considered and the many covers added in addressed to the British North American Colonies and to the major countries of origin of the American melting pot, there are still some unexpected blank spaces.

As this is written, there are NO Black Jack covers listed as existing to or from a considerable number of countries. This is not to make the definite statement that they do not, in fact, exist, but to point out that they have not come out of limbo, if indeed they have survived. Perhaps the publication of these articles may induce the owners of some of them to reveal their existence. A short, selected list of countries, the absence of covers to which is surprising, follows.

There are NO Black Jack covers, as far as we know, to the countries listed below:

Bermuda, Bolivia, Borneo, Ceylon, Curaçao, Finland, Greece, Honduras, Hungary, Jamaica, Liberia, Luxemburg, Nicaragua, Paraguay, Poland, Portugal, Siam, Syria, Turkey, Uruguay, Venezuela.

It will be noticed that of the 21 countries listed, 8 are in Central or South America. A number of the German States are not shown, but these are fairly likely to turn up, given the size of the German population in the United States. What is surprising, though, to say the least, is to see Hungary, Poland and Finland among the missing. Austria is well represented, but the other half of the Austro-Hungarian Empire seems to be among the missing. A cover, for instance, addressed to Budapest, Austria, would be properly identified.



Honolulu to Yarmouth, Nova Scotia. Franked with a 30c 1861 and a Black Jack to make up a 32c rate, this cover has the red "Honolulu U. S. Postage Paid" handstamp to indicate that the Island postage had been paid. The stamps are cancelled by San Francisco cogs, and the rate probably is made up of twice the 15c rate from San Francisco to Nova Scotia, prior to 1867, plus 2c for the captain of the private ship that carried it from Honolulu to San Francisco. An interesting example of mail "through" the United States, from one foreign country to another.

Maurice Cole, writing his *The Black Jacks of 1863-1867*, published in 1949, mentioned that he had never seen or heard of a Black Jack cover to Russia or to Portugal. Since his writing, one and possibly a second cover to Russia have been seen, but Portugal is still on the missing list. This is indeed surprising, for with their centuries-old and widespread commerce in fine wines, cork, and laces, postal paper addressed to Portugal might very well be expected. But apparently it either did not survive, or it never existed! Actually, *any* covers to Portugal are more than scarce, they are rare.

Poland, too, is surprising by its absence. It is true that Poland was not an independent country during the period under consideration, being divided, largely to Russia, with considerable parts to Prussia and Austria-Hungary. But

mail addressed to such centers of population as Warsaw, Russia, or Posen, Prussia, would be recognized for what they are.

The same situation exists with regard to Finland, at that time a Duchy of Russia. What are, today, Latvia, Lithuania, and Esthonia were then the Russian Grand Duchy of Courland and Livonia. Riga and Memel, now in Latvia, for instance, were and are thriving commercial centers, with large shipping interests. It is indeed amazing that postal paper to them does not exist, as far as we know.

Closer to home, two other locations seem rather surprising by their absence: Bermuda and Jamaica. During the Civil War, Bermuda was a center for blockade runners, but after the war, there were shipping interests. It would seem that covers might be expected, but up to now, there is no sign of any! The British Colonies in the Caribbean are not at all well represented; many of the smaller islands are on the missing list.

Many of the other countries, such as Greece, were not well represented in the American population of the day, but it is within the bounds of possibility that Black Jack covers exist.

I hope these articles will help to bring some of the presently missing out of their limbo, and on the record.

The writer will be very glad to hear from anyone who can add to the list, or who has, or knows of, interesting Black Jack covers. There are many facets to collecting Postal History;—Black Jacks Abroad is only one of these facets. Much remains to be learned, and the more eyes that are looking, the better. Please feel welcome to write to me at P. O. Box 500, Missoula, Montana 59801.

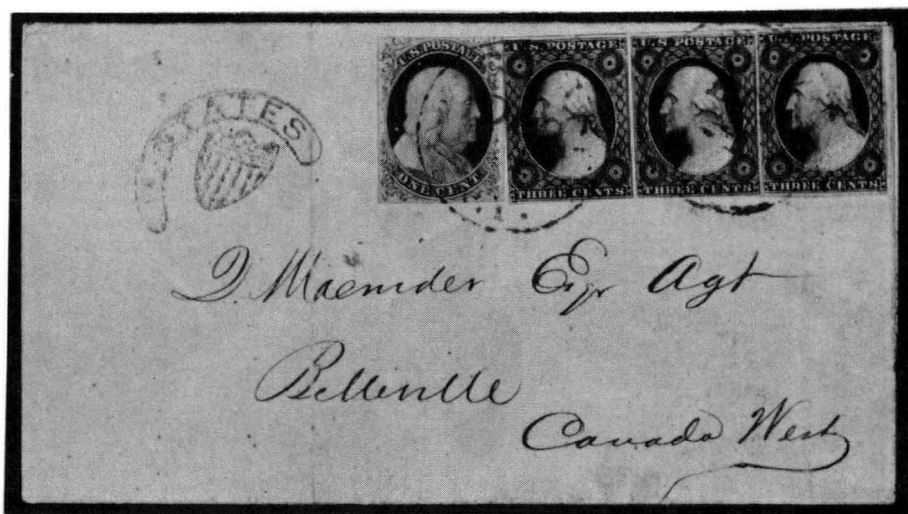
ERRATUM—THE GERMAN PACKETS TO HAMBURG AND BREMEN FROM NEW YORK IN JULY 1870

Walter Hubbard writes: "The date of *July 14* in the 6th line of the 5th paragraph on page 115 of *Chronicle* 82 should be altered to *July 12*. My thanks to Mr. Michael Lawrence."

EXCHANGE MARKINGS ON MAIL TO B. N. A.

SUSAN M. McDONALD

The cover shown here was illustrated on page 15 of the *Silver Anniversary Booklet*. It was mailed at Syracuse, N. Y., Dec. 24, 1851, addressed to Belleville, C. W.



The exchange marking—U. STATES in an arc over a shield slanting to the right—is in red. This is one of the least common of U. S. exchange markings and

one of the most distinctive. Consequently it is in demand. Clean strikes are scarce. Use on covers with stamps is, I believe, quite uncommon.

Several authorities have associated this marking with the Ogdensburgh, N. Y., exchange office. My records do not substantiate this identification. Readers who possess examples of this marking which they have not already reported can help establish the facts. Please report any covers—whether stamped or stampless—with this marking, including a photocopy of the front and back if possible. Please furnish this information: origin and destination, date of use, color of marking, stamps (if any) or other evidence of payment or postage due, all postmarks on the face, all postmarks on the back. The backstamps are especially important. The information obtained will be published in the next issue.

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(Continued from *Chronicle* 82:125)

IDENTIFICATION OF CARRIER COVERS (cont.)

In Philadelphia, R. A. Barry in his "U. S. Specialists Column" in the *American Philatelist* reported that there were three carriers in the 1790's. I cannot verify this. I have carefully read the two 1785, the 1791, and the 1800 Philadelphia city directories and located only one carrier, Abraham Cook, who was at 15 Queen street at Southwark as a cooper in 1791. He was a letter carrier at 3 Chauncey street in Philadelphia from 1794 through 1798 and at 18 North 3rd street in 1799, moving to 198 North 2nd in 1800. Because Philadelphia was the largest American city in the period, it would not be illogical for there to have been three carriers in the period. A more thorough reading of the Philadelphia city directories may reveal them.

In his important article "Good-by Penny Post" (*SPA Journal*, September 1963), Henry Meyer drew attention to the fact that Section 36 of the Act of 1825 is a repeat from the earlier Act of March 3, 1810. This, of course, borrowed from the 1794 act cited here as the first federal act I was able to locate on the carrier service. The article also noted a number of cities with carriers prior to 1837. Among them were Newport, R.I., New Brunswick, N.J., Detroit, Mich. and Hagerstown, Md.

Other cities also had carrier services prior to 1840. Elliott Perry records carrier service in Cincinnati in 1839. Denwood Kelly reports Baltimore had a penny post as early as 1819 according to the Baltimore city directories. As I noted in my *Postal History Notes VI*, Charles Bishop of 49 First street was appointed as Troy, N.Y.'s first letter carrier in January 1836 and began delivery on January 29th of that year with a 2c fee. Letters are known as early as February 2, 1836 marked "Penny Post" for carrier delivery in Providence, R. I. I have at least one cover that suggests Portsmouth, N. H. may have had letter carrier service in the early 1840's. Albany had a penny post letter carrier, William B. Winnie, at least as early as 1800, when Ken de Lisle found newspaper references. He was a letter carrier living at 57 Orange on June 1, 1814, the date of the earliest Albany city directory I was able to check. He was still listed as a post office messenger in 1839 living at 63 Orange, where he moved in the early 1830's. Prior to 1834, but after 1831, he was joined by Robert Strong as the post office letter carrier. Strong had been a grocer for many years previous at Pearl and Lydius. He lived at 23 and then 43 Lydius while carrying the mails and was still listed at the post office in 1839. Robert Dalton Harris indicates Winnie was a "penny post" as early as 1795. Elliott Perry in his *Carrier Stamps of the U. S.*, Part IV, notes both Winnie and Strong were appointed letter carriers "in conformity with the nomination of S. van Rensalaer, P. M." in an official order dated January 26, 1837.



This old sketch of an Albany penny postman may be a likeness of William B. Winnie himself.

ALBANY PENNY POSTMAN

One romantic incident involving William Winnie is narrated on pages 395-9 of Alice M. Earle's *Stage-Coach and Tavern Days*, (1900). Ms. Earle describes how a highwayman in 1805 robbed the tavern of John Pye (on the West Troy, N. Y., road), but failed to get \$1,000 in cash and gold under Mr. Pye's bed as Mrs. Pye shot him and frightened him off. He fled back through Albany and leaped onto the ice with his horse to flee across the Hudson. The mounted Albany men fled when highwayman Johnson fired at them. That is, all fled but

Captain Winne [sic], the pennypost, who was heard to mutter excitedly in his semi-Dutch dialect: "Mine Cott! vat leeps das horse has mate! vull dwenty feet! Dunder and

bliksem! he's der tuyfel for rooning!" Winne was an old Indian fighter, and soon he boldly grappled the highwayman, who drew a dagger on him. Winne knocked it from his hand. The highwayman grappled with him, wrenched away his club, and hit the penny-post a blow on his mouth which loosened all his front teeth (which, the chap-book says, "Winne afterwards took out at his leisure"). Winne then dallied no longer; he pulled down the handkerchief from the robber's forehead, twisted it around his neck, and choked him. In the morning twilight the great band of cautious Albanians gravely advanced, bound the highwayman securely, and carried him in triumph back to jail.

The range of cities in which carrier markings are likely because of known service makes it most probable that a search of the records in many other areas would produce like results. Domicile delivery of letters was widespread in the U. S. prior to 1840. Copies of such markings are sufficiently plentiful that no major local or carrier collection should lack an example, although few have them today.

The real problem is in the identification of covers handled by letter carriers in the early days. Mr. Barry illustrated a cover written from Boston to New York and mailed on November 5, 1837, which contains on the face the following:

Will **THE PENNY POST** deliver this as soon as he **POSSIBLY CAN**, as it is of the greatest **IMPORTANCE**.

Here, illustrated, are two Providence R.I. letters (11 and 12) that carry specific "Penny Post" notations. Another illustrated cover (4), the Blooming-Grove N.Y. letter of August 21, 1846 bears a notation, "Carrier will please deliver" to show a method of identifying New York carrier service. This notation on a letter handled during the tail-end of the government operation of the City Dispatch Post made it unnecessary to use that handstamp as well. It is also possible to identify letters, on occasion, that did not go into the letter carrier service. One such letter, illustrated here (1), is the 1791 item from Albany to New York city, bearing the notation "To be left at the Post Office." This quite specifically meant that Mr. Duncan was not to deliver it. Other examples are noted "Box 135" or similar markings. These must be differentiated from the "Charge Box 135" type of covers discussed in the 7th essay of my book, *Essays on Postal History*. One is the box of the addressee and one of the addressor. The addressee box notation means the postal service is to put the letter into the box at the receiving post office. The addressor box means that a charge account is run against the box in the addressor's name and the account is to be debited for the letter, by the postmaster.



9. PRE-PAID CARRIER IN 1853. This undated envelope to Grand Rapids has a red 31mm circle NEW-YORK/MAR/14/PAID 3 CTS. for the rate. This "period" version is known from July 3, 1851, until December 17, 1853; however, the circle break dates this as 1853. There is an ink "Paid 4 cents" and a pencil "4" with what looks like the carrier initials of "T. H." As there was no fee for letters going to the mails at this point in New York City, this prepayment would have to be for carrier delivery in Grand Rapids. Arthur Bond, who has examined this cover, agrees that the fee is a prepaid carrier. Only if a fee for delivery to the mail was restored prior to this time in New York could the carrier fee apply there.

Examples of letters that are specifically noted for carrier service prior to 1840 are scarce. Many more letters were involved in pre-1840 letter carrier service and have thus far not been identified. Not all can be identified, but a number can be definitely associated with letter carrier service, and many more can be presumed to be so associated though proof positive may be lacking. To understand the identification, it is necessary to explain how the postal system of the period worked.

When a letter arrived in a city where letter carrier service operated in the pre-1840 period, five different things could have happened according to how it was addressed:

1) It could be put into a *post office box*, the revenues on which went to the individual postmaster. No carrier service was involved as the patrons picked up the letters personally. These letters were of two types, those addressed specifically to a box and those where the postmaster knew a box existed but which were addressed only to the person at the city. About 6% of the New York City population in 1830 was serviced by post office boxes (3,000 of the 50,000 families), although a higher proportion of the mail went into boxes as many were held by business firms.

2) The letter could go into *restricted general delivery*. These letters were picked up by patrons and there was no box, drop, or carrier fee involved. The patrons in question had given specific instructions to the post office that their letters *were not* to be delivered. A master list of such names was held in the post office. An example where the addressor made this restricted decision is the previously cited Albany letter of 1791.

3) *Unrestricted general delivery letters* where *no street address was given* may or may not have been carrier delivered. The vast majority of stampless letters fall into this classification. These letters are general delivery items to be held at the post office until called for, or they may be advertised if not picked up. It will be noted that advertised letters are completely, or almost completely, unknown with street addresses in the pre-1840 period, and even for years thereafter. Although it is possible that these "no street address" letters were carrier delivered in some cases, we can generally assume that they were not. Unless there is specific evidence to justify an exception, they should *not* be considered for potential carrier service. Such an exception might be shown by the illustrated letter (5) from Upper Red Hook, N. Y., to Clermont, N. Y., in 1836. The notation about delivery suggests that even if carrier service did not exist, the postmaster could institute it for a specific case:

The postmaster at Clermont will confer a particular favor by sending this the first opportunity.

The instruction was such that the postmaster, himself, might deliver the letter or have his son do so for the legal 2c fee of the period. The letter was probably domicile delivered.



10. PREPAID CARRIER OR REGISTRY. A blue 30mm circle BALTIMORE/NOV/16/Md. and a PAID in the same shade were applied in Baltimore along with the 20c manuscript quadruple rate. This Baltimore Style 12 is known 1849-51. The writer noted "Paid 22" to show payment of an extra 2c fee. In Philadelphia a dark blue 13x9mm "R" was applied for Registry as the way bill must have indicated for this valuable letter. This "R" in blue is recorded from October 19, 1849, until June 19, 1851. The earlier markings tend to be light blue rather than this dark shade suggesting this cover is 1850. I have yet to see another cover indicating prepayment of the registry fee in this period and therefore would ascribe the 2c fee to a carrier fee for delivery to the mails in Baltimore.

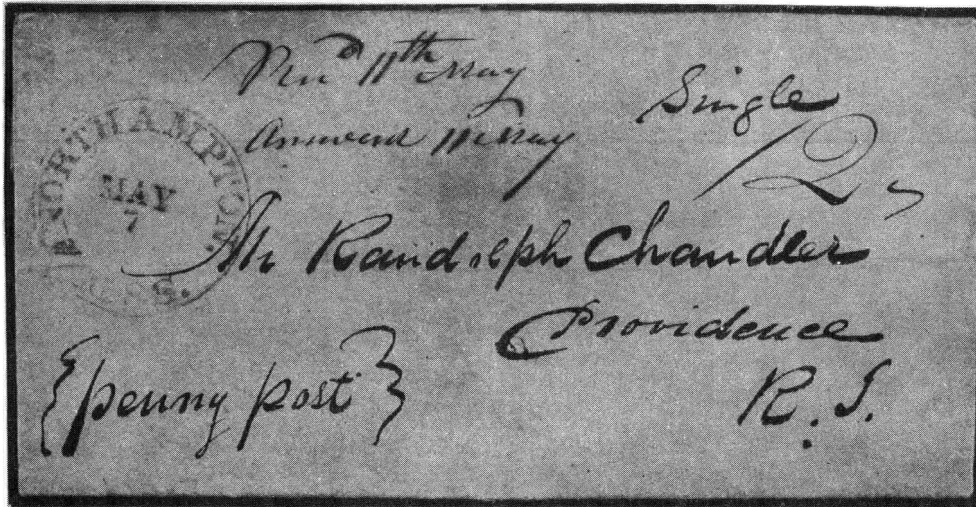
4) *General delivery letters with addresses put on by the addressor* can be considered prime candidates for carrier delivery. These letters could be held at the general delivery for the legally specified period and then turned over to the carrier service for delivery. As we have not yet found any instructions stating such letters should automatically go out on first day carrier delivery, they are not certifiable as letter carrier delivery covers, but they probably did receive such domicile service. Some of these covers have notations on them that make it most *unlikely* that they *did not* receive carrier treatment. Such an item is the illustrated letter from West Troy (6), N.Y. to Philadelphia in May 1851. The instruction "below Dock street" would not have been added if this letter were not to be carrier delivered. It is logical to anticipate carrier delivery when we consider that the city's streets had been declared post roads by the Act of March 3, 1851, to take effect July 1, 1851. This act would have spurred the addressor to use the government's system rather than Blood's.

5) *Street addresses added in a second handwriting* are general delivery letters that received carrier handling. These are letters of class (3) above that were taken out of general delivery

by the carrier service for delivery in New York, and presumably in the other cities where carrier service existed. The address was added by the carrier as an aide memoire because he knew that the letter in question, although not marked with street address or box number, was to be delivered. Either a specific request had been received or the letter had waited in the post office for the required time to be automatically transferred to the carrier service. The latter is the more probable.

It is possible to even identify these second handwriting addressed letters as to the carrier involved. The illustrated letter (2), for example, was dated July 14, 1805. The date is early enough in 1805 to assume that the 1805 *Longworth Directory* listings for that year gave all the carriers then operating. These were Mr. Duncan, Mr. West, and Mr. Betts. Because each of these men started at a different time, it is possible to match the handwriting on covers that they alone could have handled against that on the illustrated cover. If it matched a handwriting associated with carrier service prior to mid-1793 it was Mr. Duncan's. If it matched a handwriting associated with carrier service prior to mid-1800 but not prior to mid-1793, it was Mr. West's. If it was neither, it was written by Mr. Betts.

Building up a reference collection structure of the carrier dates and handwritings permits identification of most of the New York City carriers. It is just the possibility of such a reference structure that insures against future forging of extra addresses upon inexpensive covers to convert them into desirable early letter-carrier markings. Past forging of this type of marking is non-existent.



11. PROVIDENCE PENNY POST. Purple 35mm circle NORTHAMPTON/MAY/7/MSS. circle and manuscript 12½¢ rate to Providence, R. I. on a letter dated May 7, 1836—prior to the Act of 1836—inscribed "single" and "penny post" on the front. The letter took four days to reach the writer's father. It is one of the two known documenting the existence of the Providence carrier system in 1836.

THE BEGINNING OF PRIVATE LOCALS

The first private locals logically would begin in Boston, New York or Philadelphia where their need would be first felt. No early contenders have been reported for Boston. In Philadelphia there are two—the Northern Liberties News Room of 1835-6—and the Blood's. In New York, the earliest recorded is the New York Penny Post. In fact, this is the first private local yet recorded.

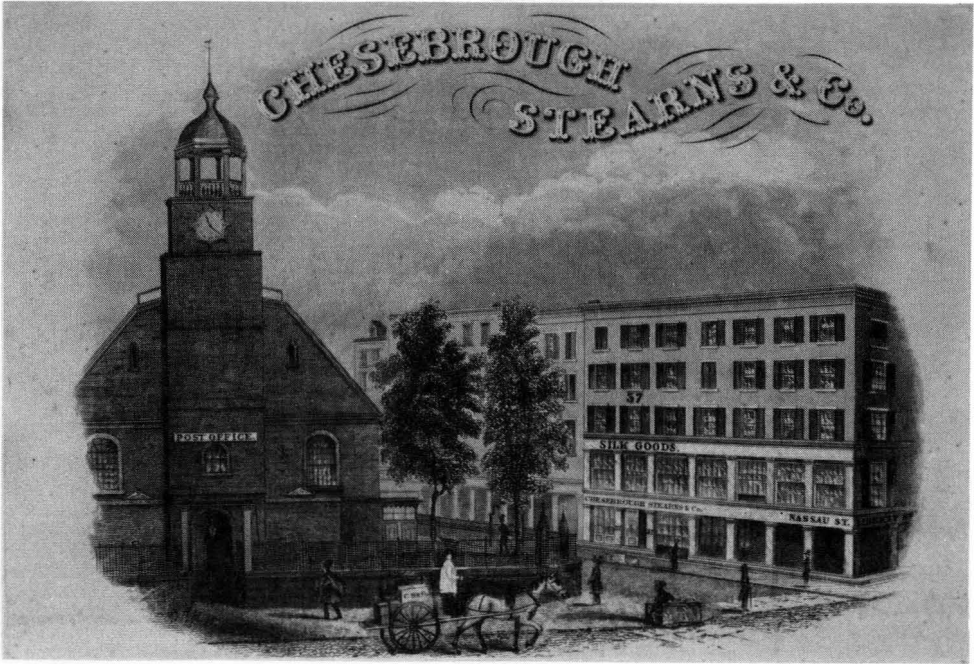
In the Philadelphia area, at least 15 to 20 items from the Northern Liberties News Rooms have been turned up—7 of them were originally in a find by Mr. C. H. Stone, as reported in the *American Journal of Philately*, 1905, p. 235. Today, one philatelic holding alone has 12 copies, and a number of covers with this marking are scattered elsewhere. There are two types—one with a hollow center, which is earlier, and one with a solid center. I have recorded copies dated between April 30, 1835, and May 31, 1836. There may be earlier or later dates, however. This marking is not, in my opinion, a local, but rather it is a hotel marking.

In the Philadelphia district of Northern Liberties, near the junction of the old New York road and the York road, was located an inn run by Andrew McMakin in the 1830's. He named his inn the Northern Liberties News Rooms and it was so called in the directories of the period. As a service to guests he kept the latest newspapers and market sheets as well as note paper for the farmers who stopped on their way to town. The note paper was reportedly sold at 5¢ a sheet according to a man interviewed 70 years after, who reported on his memories as a boy. As with many other hotels or inns, Mr. McMakin took the letters to the post office. All known copies were put through the Philadelphia post office and rated for out of town delivery there.

Mr. McMakin did put the words "Sub-Postoffice" upon his lettersheets. However, I have been unable to locate any evidence that this was other than an advertising gimmick. There appears to be no official connection with the post office and there are no reports of pick-up

boxes located outside of the inn which would justify calling this operation either a true local or carrier. It has all the hall-marks of the forwarder of the period or of the hotel forwarder.

Handstamped forwarders go back to at least 1809 and in manuscript they go back to 1673 on known covers from the U. S. as I note in my *Postal History of New Netherlands*. Hotel handstamps are known in early 1840 from Howards Hotel and the Hayes and Treadwell hotel in New York in association with mail delivery to the post office, or even intercity. In manuscript they go even earlier. For example, the Wayne Hotel, in Steuben (now Wayne) county, New York, not only handled letters but the manager was able to have his hotel designated as the U. S. postoffice. Thus, I believe, the Northern Liberties News-Room marking is nothing more than an early handstamped hotel marking.



THIRD POST OFFICE (so-called). This building, at the junction of Nassau, Cedar, and Liberty Streets, originally the Middle Dutch Church, became the post office in 1844, and continued for many years. The illustration is from an engraved letter sheet and circular of the Chesebrough Stearns Co., postmarked Feb. 25 (1847). The building in the background—largely obscured by the post office building—held the original office of S. Allan Taylor, producer of cinderellas and forgeries.

Eliminating the Northern Liberties, Bloods is traditionally classed as the first true local in Philadelphia. The Blood family, themselves, in the advertisement of June 28, 1851, do not claim to have been in the local delivery field before 1845, when Daniel Otis Blood, chief cashier of the *Daily Public Ledger*, and his brother Walter H. Blood purchased the Philadelphia Dispatch Post from James W. Halsey on July 7, 1845. The Blood family were dealers in coal and manufacturers of shoe polish in the early days. The preceding local, the Philadelphia Dispatch Post, was announced December 8, 1842, by Robertson & Co. and apparently managed by Mr. Halsey. Its earliest recorded handstamp is a black strike on 12/19/42. In red it is known as early as May 29, 1843, when the red 28mm circle and a 3c rate were used, until 8/2/44. A red City Despatch Post handstamp followed, used with adhesives, and then the Blood handstamp was reported. Manuscript "R & Co." markings are reported on these covers from June 7, 1844, to as late as March 5, 1845. The earliest of the Blood handstamps I've recorded is April 3, 1846; however, one was cataloged on November 16, 1844, which is apparently an error either in the printing or by the docketing in view of the known history of the company.

Excluding Philadelphia as we must, the earliest private local yet recorded is the New York Penny Post. This operation was first advertised in the *New York Journal of Commerce* on Friday, December 20, 1839 to begin operations on Monday December 23rd with 75 locations where letters and packages could be picked up. The service offered twice daily delivery and pickup service for a per letter charge of 3c. The post was sponsored by the New York Penny Post Association and had its address at 62 Canal street (this is near the corner of Canal and Broadway). In searching the *Longworth Directories* for 1841 and 1842—the two that would logically carry a listing for this operation—I have been unable to find a listing under the Penny Post, City Despatch, New York Penny Post or Free Trade Penny Post.

The handstamps of the New York Penny Post are known in red from January 29, 1840—approximately five weeks after it was organized—through November 6, 1840. They are known in black from December 28, 1840, through September 9, 1841. Several prepaid locally used



12. PROVIDENCE PENNY POST. Green 30mm NEW HAVEN/FEB/7/Ct. circle and double rated 25c letter of 1836 to Providence, from a Yale student. Inscribed "Double" and "Penny Post." This letter took two days to be delivered, showing that it was delivered by the carrier on the "first day." Its early date shows the wide extent of letter carriers prior to the Act of 1836.

covers are known—one in red on February 10, 1840, and one in black on February 15, 1841. I have recorded 20 copies thus far and undoubtedly more exist.

The good will and assets of the New York Penny Post were sold to Henry Thomas Windsor, an Englishman, sometime in the Fall of 1841 so that he might start the City Despatch Post, using Alexander M. Greig as his agent, early in 1842. In one sense the Penny Post was not a success or it would not have been sold. On the other hand, the known copies during its first year of operation are far more numerous than the known copies of Swarts—a very successful New York local—during its first year of operation or of the first year of the Blood operation.



13. CHARLESTON PENNY POST. Orange-red 29mm circle SUMPTERVILLE/OCT/6/S.C. and circled PAID/3 hand-stamps on a letter addressed to Charleston, S. C. with specific instructions "Care of Penny Post" and a street address "No. 20 Montague Street." This post-1851 rate cover is undated and the town marking is not listed with a dated copy but 1851-2 would be about right. Letter carrier service began in Charleston in May 1849 and lasted until 1860. John H. Honour, Jr., was the carrier and Superintendent of the Penny Post initially and hired his brother-in-law E. J. Kingman to help. They split in 1851 to set up separate districts. As this letter is from the mails to the penny post it may, as in the case of New York, reflect a split service and thus be the listing item of the old carrier service under the Act of 1836 and earlier rather than the Charleston city despatch service.

(To be continued)

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 82

The cover in Figure 1 elicited two protracted long distance phone calls from Josie Stultz in Wheeling, W. Va., and an interesting letter from Bob Toth in reply to an inquiry of mine. I'm surprised at the limited response, though Ma Bell must be elated. What follows is mainly a composite of information from Josie Stultz, Bob Toth, and me, with individual differences noted where significant.

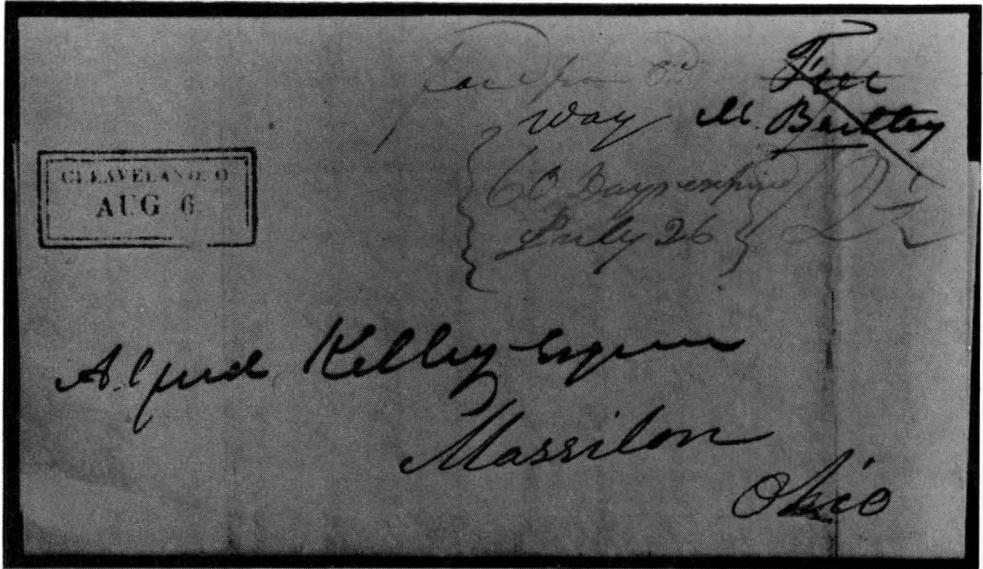


Figure 1

While this answer was being typed to send to the printer, I received a detailed written analysis of the problem from Mrs. Stultz. Although there are many areas of agreement, there are several important differences. Therefore I am inserting her remarks here, to be followed by the rest of my answer. Mrs. Stultz writes:

Although the privilege of sending and receiving mail free has been in existence since 1775 by an act of the Continental Congress, members of Congress were restricted in use of this free franking to the time they were actually attending its sessions (Ordinance of Oct. 18, 1782). This privilege was later extended to include "any documents which have been or may be printed by order of either House." (Act of Dec. 19, 1821). The Act of March 3, 1825, subsequently extended this free mail to definite time periods of 60 days prior to and after each session and during their actual attendance (provided that such mail did not exceed 2 ounces in weight).

The problem cover, written by Mordecai Bartley of Richland County, Ohio, a member of the House of Representatives 1823-31 (18th-21st Congresses) and governor of that state 1844-6, was apparently an attempt to use his free franking privilege which had expired as 60 days had elapsed since Congress had adjourned. However, Mr. Bartley still used "FREE M. BARTLEY" on his cover. It is possible that he was unaware of its expiration or it is possible that even then there was a little dishonesty among politicians. This latter supposition may be the reason his cover was not mailed in Mansfield—the postmaster there would be aware of the above fact. His unaddressed letter was given to a post rider with either written or oral instructions as to its forwarding from Cleveland. If his letter had been enclosed in a cover envelope or wrapper there would be no WAY on its face. Note there is no charge for such service. The rate was 1c at this time and, as Mr.

Bartley's letter was free, the postrider simply marked it "Way." Did Mr. Bartley assume that the Cleveland office would be uninformed of his illegal frank?

When the letter reached the Cleveland office, a series of events took place. The unaddressed letter was delivered to the post office by the postrider with instructions about forwarding. If addressed to Mr. Alfred Kelley, that would have caused no problem—Alfred was a prominent public servant. As early as 1822 he had been appointed one of four members of the Canal Board to examine the possibility of a canal or canals from Lake Erie to the Ohio River. Mr. Kelly's brother Ira was postmaster at Cleveland.

Upon the arrival of the cover, numerous new markings were made. Either the Postmaster or an alert clerk made the following notations: the "Free M. Bartley" was crossed out—I assume with black ink; "Fow'd from Cd.," "60 Days expired July 26," "12½," and a double boxed "Cleveland Aug. 6" were all added in red. The cover was then addressed to Alfred Kelley at Massillon in black ink, probably by his brother Ira, who paid the postage due 12½ being the correct rate from Mansfield to Massillon (81-150 miles). If Mr. Bartley's FREE was legal, his letter could have been forwarded free regardless of the number of times it was forwarded. All he had to do was to address his mail "Mr. Alfred Kelley, Cleveland, O." with a notation "Postmaster, Please forward." He did not do so—he did not address his letter to Ira Kelly because when it was forwarded to Alfred, there would be a change in the name of the addressee, and his frank would be invalid. Ira could not use his free frank as postmaster. The letter already had an illegal frank.

This unusual cover shows four different handwritings and four different ink markings: the "Way" by the postrider, the "Free" by Bartley, the address by Ira, and the postal markings by a postal clerk. In Ohio histories the name Kelly is spelled both "Kelly" and "Kelley." A most interesting cover with numerous deductions—an illegal FREE, an honest Postmaster and an alert Clerk.

Now to resume the original answer:—

The franking privilege was extended by law to certain "officers of the United States." These included:

. . . Each postmaster, provided each of his letters or packets shall not exceed half an ounce in weight. Each member of the Senate, and each member and delegate of the House of Representatives of the United States . . . (Act of March 3, 1825, Sec. 27, *Post Office Law, Instructions and Forms*, Washington, 1825, p. 15).

These privileges in the case of members of Congress were subject to certain restrictions as outlined in Instruction XV (*Ibid.*, p. 43):

2. If a member franks a letter, and deposits it in the post-office on the sixtieth day after the end of a session of Congress, such letter is to be conveyed free, although it should not leave such post-office until after the member's privilege ceases.

3. So, if a letter is put into a post-office addressed to a member of Congress while his privilege is in force, it is to be conveyed to him free, although he does not receive it until after the privilege ceases. If the letter is in the first instance duly marked *free*, it is not to be afterwards charged with postage. And if a letter be mailed before the privilege commences, but is not taken out of the office, until after the privilege commences, the postage should not be charged.

4. No member can frank or receive his letters free during the session of Congress, unless he actually attends. His privilege to frank extends to sixty days before and after the session.

Footnote 3, on the same page, applicable to members of Congress (and certain others) further specifies that they

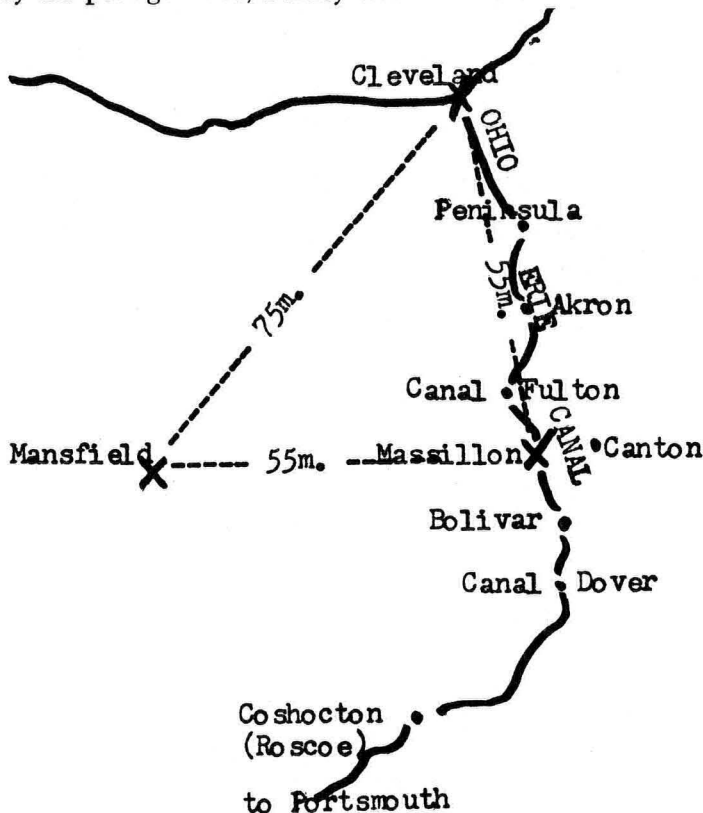
May not frank or receive free letters and packets weighing more than two ounces, except public documents printed by order of Congress, which must be endorsed "public documents," and only during actual attendance, and for sixty days previous to, and after the expiration of, each session. Their newspapers free for the same periods.

Mordecai Bartley, whose frank appears at the upper right, was a representative to Congress from the Mansfield area of Ohio (Richland County) and served in the 18th, 19th, 20th, and 21st Congresses—March 4, 1823 to March 3, 1831. The first session of the 20th Congress extended from December 3, 1827 to May 26, 1828. Under the laws and regulations quoted above, the 60 days had expired on July 26. Since the letter was datelined July 29 and postmarked August 6, Bartley's frank was invalid. The reason for disallowing the frank was properly noted by the Cleveland postmaster. Mrs. Stultz assigns a sinister motive to Bartley (by analogy to present examples) and insists he was de-

liberately attempting to defraud the post office. Parts of her phoned analysis have been deleted.

Some other aspects of the cover can be explained from the contents and the handwriting. The letter states that Bartley is directing it to the addressee's "brother in Cleaveland." Only the words "Free/M. Bartley" and "Alfred Kelley Esquire" are in Bartley's hand (Mrs. Stultz dissents from this, believing the writing differs), and were on the letter when Bartley handed it to a postrider, or whatever, with *oral* instructions to give it to the postmaster at Cleveland.

The Cleveland postmaster at this time was Irad Kelley, who served from December 31, 1817 to April 15, 1829. He was, of course, the brother referred to in the letter and it was he who supplied the address. He also made the notations in red ink: "ford from Cd.," and "60 Days expired/July 26." Perhaps Bartley did think that postmaster Kelley might wink at the invalid frank rather than make his brother pay the postage. If so, Bartley was mistaken.



On the contrary, Kelley adhered to a strict interpretation of the regulations. From the sketch map it may be seen that from Mansfield to Cleveland to Massillon is the long way round. The rates were 10c for 30 to 80 miles and 12½c for 80 to 150 miles. Correct postage from Cleveland to Massillon was 10c; the 12½c rate charged represents postage for 130 miles from Mansfield to Cleveland and Cleveland to Massillon. The way aspect of the letter justified collection of the rate for the full distance, as if it had been carried over the whole route in the mails.

But why was no 1c way fee included? Instruction III from the 1825 regulations (p. 27) states:

1. Way-letters are such letters as a mail carrier receives on his way between two post-offices, and which he is to deliver at the first post-office at which he arrives. You are to inquire of the carrier at what places he received them, and, rate them with postage from those places to the offices to which they are directed, writing against the rate the word *way*.

and in addition:

4. You are to pay the post-rider one cent for each way-letter which he delivers to you, and add that cent to the ordinary postage on the letter.

In some cases the individual carrying the mail did not claim the way fee; evidently it was not claimed on this letter. But there are stranger inconsistencies. If Bartley did indeed hand the letter to a mail carrier on or about July 29, the carrier would surely have reached the "first post-office" long before traveling the 75 miles from Mansfield to Cleveland. In fact, no one carrier would make the whole trip. And even in 1828 it could not take eight or nine days to traverse 75 miles.

There has to be another explanation and thanks to a hint from Bob Toth I've worked out a tentative hypothesis that, because of the peculiar circumstances of this letter and the individuals involved, is not as far-fetched as it might otherwise seem.

An Ohio Canal Commission had been set up in 1822 and work on the Ohio-Erie Canal was begun in 1825. Alfred Kelley was one of the Commissioners and the single individual most responsible for the completion of the Ohio canal system. The first section of the canal was inaugurated on July 4, 1827, by the opening trip of 38 miles from near Akron to Cleveland. During the spring and summer of 1828 the next section between Akron and Massillon was under construction and by mid-summer it was nearing completion. The first trip over this section was made by a boat arriving from Akron at Massillon on August 25, 1828, with the Canal Commissioners aboard. These events were, of course, occasions for great public celebration.

During this period Kelley was frequently in Massillon and other sites along the construction route, supervising the work and assessing progress. His location changed often and was uncertain. What if Bartley gave his letter to a private citizen rather than a mail carrier—someone who was going to one of the towns on the canal route? Alfred Kelley might have been at Akron or one of the intervening stations and, if so, the letter could be given him directly.

Bartley would surely have mailed the letter at Mansfield in care of Irad Kelley at Cleveland unless he had a reasonable expectation that the person carrying the letter might encounter Alfred Kelley on route. The assumption, therefore, is that this traveler journeyed part of the way to Cleveland by canal boat—whether as a passenger or as someone involved in construction. Not locating Alfred Kelley, he took the letter to the Cleveland post office, so that an address could be supplied as the text of the letter suggests. The lack of address prevented him from merely depositing the letter at the Cleveland post office, as usually occurred with letters carried out of the mails. Under the circumstances no way fee was claimed, but the traveler was undoubtedly asked where the letter originated; the notation "Way" explained the rate charged.

This theory probably cannot be proved, but it does account for most of the odd features of this cover. Further research may establish Kelley's exact movements and whereabouts during July and August of 1828. At any rate, Bartley would not have sent the letter as he did, if Alfred Kelley's involvement in the canal project had not made his address indefinite.

In addition to his service in Congress, Bartley held several other offices. He was in the Ohio Senate 1817-8 and was Governor of Ohio 1844-6. He declined to run for reelection and returned to farming. He died in 1870 at 87. The directory listed below is an extremely valuable reference for information about members of Congress and some other federal officers. Anyone interested in franks will find it most useful. It may be ordered from the Superintendent of Documents (92-1; Sen. Doc. 8 @ \$15.75); the usual caveat about delay applies.

References

- Biographical Directory of the American Congress, 1774-1971.* U. S. Government Printing Office, Washington, D. C., 1971.
- Hood, Marilyn G. *Canals of Ohio 1825-1913.* Pamphlet published by Ohio Historical Society, Columbus, Ohio, n. d.
- Massillon Museum, Massillon, Ohio.

PROBLEM COVER FOR THIS ISSUE

The puzzling cover shown in Figure 2 was submitted by member Judah Landes of Palo Alto. It is a small lady's envelope postmarked in red NEW PAID YORK 18/DEC/18 (1866), and is addressed to St. Galle, Switzerland. The French double circle transit postmark in orange red reads 3 ETATS-UNIS 3 SERV. BRIT. CALAIS/1/JANV./67. There is also a boxed P. D. in orange red. On the reverse is the postmark of ST. GALLE +/2/JANV. 67/2A in black.



Figure 2

The cover bears a 30c orange (Scott #71), cancelled by a socked-on-the-nose BALTIMORE double circle in blue, dated JUL 21 '65. Although the postmark extends past the edges of the stamp, no trace of it appears on the envelope. Obviously this stamp was not on this envelope when it was cancelled—small wonder, since the date in the Baltimore postmark is nearly 1½ years before the date the envelope was mailed. Nevertheless the stamp is tied by both the New York and French postmarks. The ties are incontrovertibly genuine.

So the questions are: what is the stamp doing on the envelope? Was it used twice? Was it accepted for postage on this letter? If it was not, what did the sender expect to accomplish by affixing it? Was the postage prepaid, and how?

WRITING ON COVERS

The following remarks have been excerpted from an article by Arthur J. Warmesley in C. P. S. News (Conn.) for December 1973 and are included here at the suggestion of Vin Vaicekauskas. The problems discussed are important, but what alternatives are available to the dealer or collector? Your suggestions and comments will be welcome.

Most cover collectors give the same attention to their wares that coin collectors do. They think as much of their 50-cent covers as the five dollar covers. The one practice I abhor is the habit of penciling the price and other bits of information on the face of the cover. True, it is done almost universally, but that does not make it acceptable. There is really no excuse for defacing a cover, no matter what its value. In many cases the marks are difficult to remove, and sometimes it is not advisable to erase them. If the entire surface is soiled, an erasure here would mean that the whole face of the cover would have to be cleaned.

The practice of writing on a cover should be discouraged for many other reasons. The price paid for a cover should remain confidential, if indeed not a secret matter between the owner and the dealer. Chances are the price will not remain the same even one year later . . . nothing ever does today.

Actually writing on the back of a cover is to be considered just as bad, especially if there are postal markings present. And I know of one collector who uses a rubber stamp for identification purposes.

One dealer declared that his pencil mark could easily be removed . . . the same can be said of some cancellations. It should be noted here that a great deal of the value would also be removed. Sometimes erasures show up in ultra-violet light, and on a valuable cover this could raise serious questions regarding alterations.

Covers should never be mounted with hinges, nor should any kind of adhesive be used. The use of corner mounts allows for ready inspection.

Most soiled covers should be left that way, and under no conditions should a cleaning solution be used. Creases or folds are almost impossible to remove. Steaming and ironing can cause damage. Some collectors cut away torn edges to make a cover more attractive. This can be tolerated if not too much is cut away, and if a stamp or marking is not cut into. Remember, a whole stamp on a damaged cover is better than a damaged stamp on what appears to be a whole cover.

It's your collection, and nobody is going to tell you what or how to collect. I repeat; both dealers and collectors would do well to heed the above hints. Remember, someday your collection might be up for sale, and the things mentioned here might well be factors in determining its value.

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