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THE CHRONICLE

The  
**Chronicle**  
of the U.S. Classic Postal Issues

November 1974

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Whole No. 84

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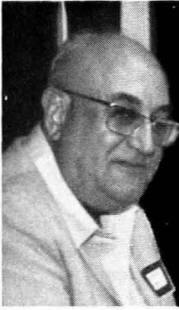
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## IN MEMORIAM

LEON C. FORCHEIMER

1906-1974

*How swiftly the sands run*—these words, used for years in the *Chairman's Chatter* by Lester Downing, accompanied the notice of his death in the last issue of *The Chronicle*. Now, once again, they are appropriate. Leon C. Forcheimer, who succeeded Lester as editor of the *Chairman's Chatter*, died suddenly on October 7, 1974, at Houston, Texas, from a heart attack.

Leon Cecil Forcheimer was born in New Orleans on May 14, 1906, and he grew up in the same neighborhood with fellow members Raymond and Roger Weill. His boyhood interests included sports, especially baseball, and collecting stamps—with baseball leading then. In 1921 at age fifteen he talked his way into a job as sports writer with the *New Orleans States*, a move which started him on a career spanning more than fifty years in newspaper journalism. In 1938 he left the *States* and joined the staff of *Racing Form* which illustrates his continuing lifelong interest in sports. Later, he moved to Houston, Texas, where he met and married Opal Nanny in 1947. He earned a Bachelor of Science degree at the University of Houston. In 1948 Leon went to work for the old *Houston Press*, transferring in 1964 to *The Houston Post* where he remained as copy editor and stamp columnist until his retirement in 1972.

About 1940 Leon resumed his interest in stamps and took his collection along with him when he went into the Army during World War II. He served three years in the South Pacific—perhaps the only active stamp collector on Guadalcanal! Over the years Leon built an important stamp collection and was widely known for his knowledge and expertise on U. S. stamps and postal history. His first love was his magnificent collection of “one cent blues” which was exhibited widely and won many major awards, including in 1967, the T.P.A. Grand Award at Houston, the A.P.S. medal, and the B.I.A. Award; at Houpex 1972, the Reserve Grand Award, the J.C.M. Cryer Award for best 19th Century U.S., and the A.P.S. medal; at Southwestpex 1972, the Reserve Grand Award; and many others.

At Williamsburg in 1973 Leon received his most cherished honor, the Lester G. Brookman Cup for distinguished service to the U. S. Philatelic Classics Society. He has been editor of the *Chairman's Chatter* for the past seven years and both the high quality of his efforts and the Brookman Cup attest to Mort Neinken's wisdom in recruiting Leon for this important task. He has also served the Society as Director for the past four years.

Leon has an enormous host of devoted friends throughout the philatelic world. His genial personality and kind-hearted good will were summed up in the words of a mutual friend who observed, “I never knew anyone who disliked Leon or had an unkind word for him.” Since Leon's retirement, the Forcheimers and the Cryers have attended dozens of stamp shows in Texas and elsewhere, spreading the “Friendship through Philately” philosophy. Also, for some years, Leon has ably assisted Jim and Corita Cryer in planning and holding the famed “Port Lavaca Party” each July. All of us who knew and loved Leon will feel a deep void in our lives.

In addition to U.S.P.C.S. and T.P.A., Leon was a member of many local and national philatelic organizations. He is survived by his beloved wife Opal; a sister, Mrs. Ralph P. Gallagher, of Bound Brooks, N. J.; and a brother, Benjamin Forcheimer, of New Orleans, La.

Hubert C. Skinner

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

**RAILROAD ROUTE AGENT MARKINGS FOUND WITH 5-CENT AND 10-CENT  
1847 STAMPS ON COVER**

**CHARLES L. TOWLE**

This article is the first of a series dealing with covers with route agent markings incorporating the designations "RR" or "Railroad." Though route agents used other designations, such as "Mail Line," "U.S. Express Mail," and various waterway markings, we will be concerned only with postmarks explicitly indicating railroad mail use. This introductory article presents a tabulation of such markings used with 5-cent and 10-cent 1847 stamps that is more complete than any previous effort.

The table in this article summarizes all instances of such use uncovered to date; it includes only those covers which show a railroad route agent marking as the only indication of origin. If a town marking also appears on a cover indicating its origin, the cover is not listed as a railroad mail cover. There are a few covers that in addition to town postmarks also carry "Baltimore R.R." or "Philadelphia R.R." straight-line route agent markings. These covers are not included in the table because the Directory of 1847 Covers being compiled by Mr. Creighton Hart and Mrs. Susan McDonald will list such covers by town postmark, ignoring the probably secondary rail marking.



**WILMINGTON & RALEIGH RAILROAD postmark and windmill cancel on 5c 1847 cover.**

The compilation lists 36 route agent designations so far noted and totals to 300 5-cent covers and 40 10-cent covers. Markings for all of these routes are described and illustrated in *United States Railroad Postmarks 1837 to 1861* by C. W. Remele, and for reference purposes the compilation shows Remele's catalog number of each separate listing.

Following the Remele catalog number, the next two columns list the total number of 5-cent and 10-cent covers recorded for each route. Naturally the relative scarcity of the 10-cent cover results from the postal rate basis making 10c the rate for covers carried over 300 miles or weighing over ½ ounce. It also should be borne in mind in using this list that use of 5-cent and 10-cent postage stamps on mail was not obligatory, and some authorities have estimated that about 90% of mail receiving route agent markings in this period would be of the stampless variety.



The final column on the right of the table lists the number of color slides of each type of route agent marking recorded by Mr. Hart and available through him for research study by USPCS members. Many of the covers listed also were illustrated in auction catalogs.

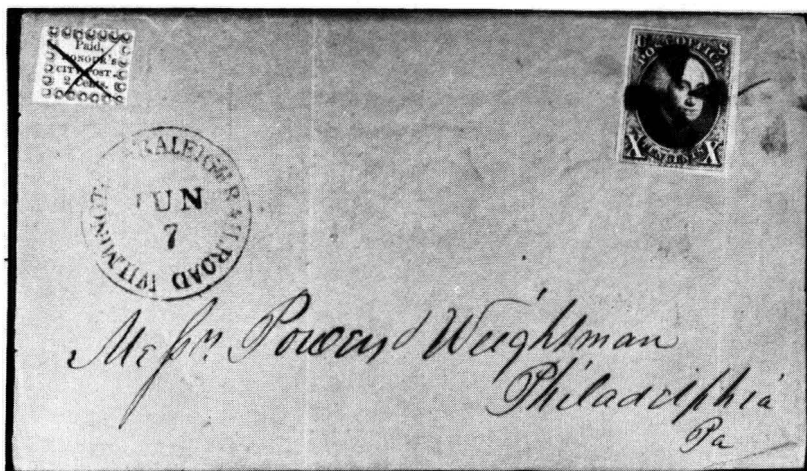
The initial serious study of railroad postmarks was carried on by Dr. Carroll Chase, and, in his series of articles in the *Philatelic Gazette* 1914 to 1916, a total of 22 of these markings were listed. For benefit of researchers these were items 3-5, 7-9, 11, 12, 14-17, 19, 20, 22, 24-26, 28, 29, 33 and 36 in the table.

**LIST OF RAILROAD ROUTE AGENT MARKINGS FOUND ON COVER  
WITH 5 CENT AND 10 CENT 1847 POSTAGE STAMPS**

Item No.	Agent Marking Railroad	Remele Catalog No.	5 Cent 1847 Covers	10 Cent 1847 Covers	Color Slides
1	Albany and Buffalo	A 2	17	1	9
2	A. & St. L. & A. & Kenbk.	A 6	1	—	1
3	Augusta & Atlanta	A 7	1	—	—
4	Baltimore R.R.	B 1	14	5	6
5	Balt. & Ohio	B 2	6	3	2
6	Balt. & Susquehanna	B 3	2	—	1
7	Boston & Albany	B 8	31	3	20
8	Boston & Fitchburg	B 11	5	—	1
9	Boston & Maine	B 12	6	—	4
10	Concord & Montreal	C 25	4	—	1
11	Eastern	E 3	28	2	13
12	Housatonic (inc.HRR)	H 4	9	—	5
13	Little Miami	L 6	1	1	1
14	Long Island	L 7	16	1	3
15	Mad River & Lake Erie	M 1	4	—	3
16	Madison & Indianapolis	M 2	15	1	6
17	Michigan Central	M 5	17	1	9
18	Naugatuck	N 3	2	—	1
19	New Haven & Greenfield	N 5	3	—	2
20	New York & Erie	N 12	4	1	1
21	New York & Harlem	N 13	1	—	—
22	New York & New Haven	N 14	6	—	3
23	New York & Philadelphia	N 15	24	2	12
24	Northern (N.H.)	N 20	24	2	14
25	Norwich & Worcester	N 23	10	—	6
26	Philadelphia	P 6	22	3	7
27	Phila. & Columbia	P 8	2	—	2
28	Providence & Worcester	P 16	2	—	1
29	Richmond	R 7	3	—	2
30	Troy & Rutland	T 3	1	—	1
31	Troy & Whitehall	T 4	2	1	1
32	Vermont & Massachusetts	V 2	4	1	1
33	Washington	W 1	4	2	1
34	Washington & Phila.	W 2	1	—	—
35	Western & Atlantic	W 4	2	2	2
36	Wilmington & Raleigh	W 7	6	8	3
Total			300	40	145

A word of caution to the collectors of railroad markings and 1847-51 period covers: very few railroad covers have been expertized and the fact that a certain route marking is included here does not establish that such a cover is genuine. Railroad markings are a very popular group of postmarks, and when found on covers with the 5-cent 1847, and especially with the 10-cent 1847, command very high prices and a featured position in collections and auction catalogs. This has created to a minor degree some "manufacturing" of covers to meet the price demand, and it is recommended that all collectors acquiring 1847 railroad covers at respectable costs first take the insurance of having covers examined and approved by experts. Only a very small percentage of "manufactured" covers exist, but education and illustration by responsible stamp societies is definitely needed. Of those routes listed in the compilation, "manufactured" items have been recorded in the past with markings of Baltimore RR, Housatonic RR, Long Island RR, Michigan Central RR, New York & Philadelphia RR, Philadelphia and Columbia RR, and Wilmington & Raleigh RR, but

by no means should this problem discourage the interested collector from acquiring and enjoying this fine group of railroad covers. Only care is required: just as it is in purchasing gems, coins, rare books, art works or any item of considerable collectibility.



WILMINGTON & RALEIGH RAILROAD marking on cover with 10c 1847 and Honour's local.

In the opinion of the writer all 1847 covers with railroad agent markings have not been recorded yet. Markings from certain routes such as the following should exist:

Connecticut River RR  
 Louisa R. Road  
 N. Haven & Bellows Falls RR  
 N. Haven & Springfield RR  
 Northern RR of New York

Pennsylvania RR  
 Petersburg & Roanoke RR  
 Providence and Stonington RR  
 Richmond & Petersburg RR  
 Wilmington RR (Delaware)

Future articles will explore this subject, as well as variation in occurrence on known routes, distribution of 5-cent and 10-cent stamps to railroad route agents, agent assignments and manuscript route agent markings.

It hardly needs saying that the U.S. Philatelic Classics Society and all postal historians owe a debt of gratitude to Creighton Hart—editor for the past ten years of the 1847-51 section of the *Chronicle*. Mr. Hart has patiently and meticulously recorded data on on-cover use of the 5-cent and 10-cent 1847 issue for many years. He has amassed a file of valuable information with considerable photographic verification that will provide a tremendous research aid to future postal history students. One of the by-products of this notable endeavor is a fairly comprehensive grasp of the use of railway route agent markings on covers bearing these two stamps.

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

**THREE CENT 1857 PERFORATED STAMPS (S4) FROM PLATE 11**  
**THOMAS J. ALEXANDER**

**PLATE 11 EARLY**

This is the "sister" plate to Plate 10 Early. It was manufactured at the same time, in early July 1857. The earliest recorded date of use is July 29, 1857. It suffered from the same defect as did Plate 10 Early, being insufficiently hardened, which led to early and severe wear. Both plates were taken out of use in the Spring of 1858 and re-entered in an attempt to deepen the impressions.

Plate 11 Early was entered with the new six relief transfer roll. All of the stamps printed from it are Type IIa with discontinuous vertical frame lines and no top or bottom frame lines. Dr. Carroll Chase estimated that approximately 5,000,000 stamps were produced from Plate 11 Early, making them somewhat more scarce than stamps from Plate 10 Early.

**The Imprint and Plate Number**

The imprint is about 1½mm from the stamps of the left pane and about 2mm from those of the right pane. The contractor eliminated the name "Casilear" from the imprint die by rocking in the right side of the imprint transfer roll first, and then the left side, skipping the name "Casilear," so that it now reads "Toppan, Carpenter & Co. BANK NOTE ENGRAVERS, Phila. New York. Boston & Cincinnati." Traces of the "r" of "Casilear" remain, taking the form of a colon in front of the "&" on the left imprint. On the right imprint there is a colon at the same spot, but the top dot is double.

The plate number is a shade over ½mm from the left imprint and a little less than ½mm from the right imprint. It reads "N<sup>o</sup> 11."

Stamps showing substantial traces of the imprint are decidedly scarce, this author having a record of but 11 examples. Stamps showing the plate number are rare. Only two examples are known, both from the right pane.



Figure 1. 1L11(e). Showing the guide dot at UR and the distinctive repair of the damaged "A" relief.



Figure 2. 1L11(i). As a result of the re-entry, the frame lines have turned "fuzzy." There is now a double transfer in the UL rosette and the upper label.



Figure 3. 10L11(e). Another repaired "A" relief with a relatively heavy center line closer to the stamps of the left pane than those of the right pane.



Figure 4. 10L11(i). As is characteristic of this state of the plate, the frame lines have become "fuzzy" while the right frame line and center line are noticeably fainter than they were on 10L11(e).

#### The Center Line

The center line is single and a bit stronger than the frame lines of the stamps on either side of it. It is considerably nearer the stamps of the left pane at the top and a bit nearer the stamps of the right pane at the bottom. The spacing between the panes is a little over  $1\frac{1}{2}$ mm.

#### Spacing and Alignment

The spacing is moderately wide and nearly regular. The alignment shows the same odd fact noted on Plate 10. Every vertical row is higher than the one to its left except in a few instances where they are about even. In other words, no vertical row is ever higher than its neighbor on the right.



Figure 5. 10R11(e). The double repair of the "A" relief. The lines through the "T" of THREE and under the LL diamond block are a defect on the photograph and are not on the stamps.



Figure 6. 10R11(i). Again, fuzzy frame lines and a new double transfer characterize this state of the double repair.





Figure 7. 70R11(e). The top stamp in the vertical row of four with double left frame lines.



Figure 8. 70R11(i). The intermediate state of the same position. The double frame lines are fainter than in the early state. This wide left margin shows the extreme distance between 69R and 70R.

#### Guide Dots

Guide dots are found at the upper right corner of every stamp in the top row of each pane. It is not known whether the dots at the upper left of 1L and 1R (as described by Dr. Chase) exist. Likewise, no guide dots have been observed at the lower right corner of stamps in the sixth horizontal row of the left pane, although such dots do exist on this row of the right pane as follows: 55, 56, 57, 58, 59R. At least some of these missing dots were probably covered by the stamp design when it was entered on the plate.



Figure 9. 80R11(e). The second stamp with a double left frame line. This example also shows the very wide spacing between 79R and 80R.



Figure 10. 80R11(i). There is either a slight slip or double transfer on the right frame line opposite the LR rosette.

#### Double Transfers

There are at least 12 double transfers on the plate: 1, 7, 47, 57, 67, 77L; 2, 8, 60, 82, 86, 98R. On 57, 67 and 77L some of the rosettes are doubled about  $\frac{1}{4}$ mm to the right. The rosettes on 8R are slightly doubled to the northwest. A sub-

stantial part of the design of 98R is doubled to the right. This is particularly noticeable in the lower rosettes, lower label and lower diamond blocks.

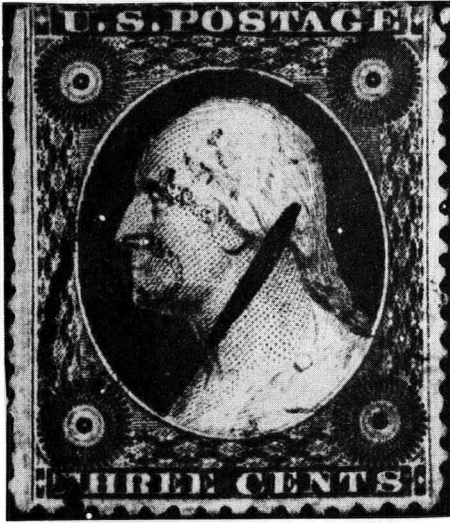


Figure 11. 90R11(e). Even on the early state of this position the outer left frame line is faint and broken along the lower three-fourths of its length.



Figure 12. 90R11(i). The position has now acquired a slight double transfer in the UR rosette.

**Recutting**

In general, both frame lines are distinctly recut on both sides of all the stamps. However, they are never absolutely straight. They are single and clean-cut.



Figure 13. 100R11(e). The bottom stamp in the vertical row showing double left frame lines. In this case the outer left frame line is faint and broken along the center of its length.



Figure 14. 100R11(i). This marvelous jumbo copy shows the slight double transfer which appeared on this state of the plate and the line of color below the bottom label.

Four positions (70, 80, 90, 100R) have two left frame lines. On 70, 80 and 100R, both are of equal weight and length. On 90R, the extra line to the left begins to fade out as it proceeds down past the bottom of the upper left rosette, although traces of it may be seen as low as the lower left rosette.

The reason for drawing in the extra frame lines at this point on the plate was the same as for the extra frame lines on the "three row" positions of Plate 3.

The second entry of the C, D, E, F reliefs in this vertical row were not properly aligned with the first entry of the A-F reliefs, resulting in more than normal space between these four stamps and those on their immediate left. The normal spacing between stamps was a shade over 1½mm; the space between these four stamps and those to their left is almost 2mm. The extra lines were drawn in to make this extra wide spacing less noticeable.

Five positions (6, 20, 29, 50, 98R) have recut right inner lines, while 52 and 93R each have a short recut left inner line. The recut inner line on 6R runs from the bottom of the upper right rosette to the top of the lower right rosette, though it tends to fade out a bit as it approaches the lower right rosette. The inner line on 20R touches the base of the upper right diamond block and runs down past the lower right diamond block. The inner line on 29R begins opposite the top of the top right diamond block and terminates at a point about opposite the bridge of Washington's nose. The inner line on 59R is relatively faint; it begins on a line opposite Washington's mouth and runs down to a point about opposite the middle of the lower right diamond block. 98R is a very remarkable stamp. The inner line runs from a point opposite the center of the upper right rosette to a point opposite the top of the lower right rosette. In addition, the right frame line is split beginning at its top; at the bottom of the stamp the left branch of this split line runs into the lower right diamond block. Unfortunately, the author does not have an example of this stamp which is suitable for illustration. Our illustration of this position from the intermediate state, however, shows these characteristics quite well.

The only left inner lines recut on the plate are 52R and 93R. Both begin at the base of the upper left rosette and run down to a point about opposite Washington's eyebrow. Each is very lightly recut, the line on 52R being somewhat stronger than the one on 93R.

The left frame line of 9R is peculiar in that it starts, not at the top of the upper left diamond block, but rather at the bottom angle of the upper left triangle.



Figure 15. 20R11(e). Recut inner line at right. A worn plate copy.



Figure 16. 20R11(i). Slight double transfer in the UR rosette.

#### "A" Reliefs

Every stamp in the top row of both panes has had the damaged "A" relief repaired by recutting. A delicate vertical line defines the left edge of the damaged area, which is filled with dots and short dashes, usually running from NW to SE. In addition, 10R is one of the few examples of a double repair, the small white area to the right of the large damage also being filled with dots.



Figure 17. 29R11(e). Recut inner line at right.

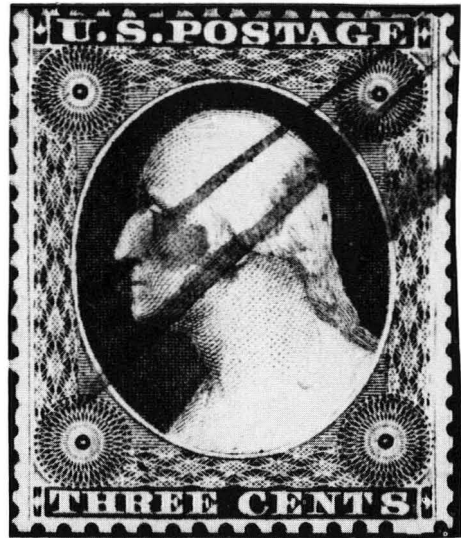


Figure 18. 29R11(l). Both frame lines are more faint than in the early state and the right frame line is broken for a portion of its length.

#### PLATE 11 INTERMEDIATE

Plate 11 Intermediate was created when the early plate was taken out of production and re-entered in an attempt to correct the excessive wear which began to appear as early as December 1857. It is believed that both Plates 10 and 11 were re-entered at about the same time, in the Spring of 1858. However, the earliest recorded use of a stamp from Plate 11 Intermediate is July 8, 1858, whereas the earliest use from Plate 10 Intermediate is May 7, 1858. If re-entry was made on both at the same time, it should be possible to find an example from Plate 11 Intermediate with a date about two months prior to the present early date.

Approximately 5,000,000 stamps were produced by Plate 11 Intermediate. They are all Type IIa with discontinuous vertical frame lines.



Figure 19. 50R11(e). Recut inner line at right. The right frame line is very faint for a portion of its length.



Figure 20. 50R11(l). An example of a badly worn plate. The right inner line and right frame line have virtually disappeared.





Figure 21. 98R11(i). A very remarkable stamp, showing a major double transfer in the UR, LL and LR rosettes, the bottom label and the lower diamond blocks; a recut inner line at right; and a split right frame line.



Figure 22. 67L11(e). Double transfer in the UR, LL and LR rosettes.

As previously explained when discussing Plate 10, the sole differences between early and intermediate states of both Plate 10 and Plate 11 are the result of the re-entry creating the intermediate state. There was no additional recutting on the plate when this re-entry was made. Because of this, the comments found under the heading "PLATE 11 EARLY" concerning the imprints, plate numbers, center line, spacing and alignment, and guide dots apply equally to Plate 11 Intermediate.



Figure 23. 96R11(i). Double transfer in lower rosettes, lower diamond blocks, lower label and right frame line.

#### Double Transfers

The double transfers found on this plate are 1, 7, 41, 47, 51, 57, 67, 77L; 2, 8, 10, 20, 60, 61, 71, 81, 82, 86, 88, 90, 92, 96, 98, 100R.

#### Recutting

Since there was no additional recutting on this plate, the differences between it and the early state arise solely because of the re-entry. Various methods of distinguishing these differences were explained in *Chronicle* 81:19-23. One of the primary characteristics of Plate 11 Intermediate is the fact that the recut frame lines are often blurred, as are the recut inner lines. In addition,

the recut inner lines on 6R, 29R and 50R have become quite faint compared to their counterparts on Plate 11 Early. All of the recut inner lines, extra left frame lines, and repaired "A" reliefs described under "PLATE 11 EARLY" also appear on the intermediate state, except that the left inner line on 93R has disappeared, and the one on 52R can only be seen on clearly printed copies.

#### Other Plating Marks

92L has a strong dot of color in the head.

35R contains the "Five Dots" flaw. There are five small dots near the upper right rosette, four to the left of the frame line and one to the right of the line. These appear to be the same as the pit marks found on other plates, which quickly wore away with use.

100R (see illustration) has a horizontal line of color 1 mm below the bottom label block that begins under the "R" of THREE and extends to the "T" of CENTS.

(Next installment: the fabulous Plate 11 Late.)

#### 55 MISPLACED RELIEF

Mr. J. A. Farrington has turned up what appears to be the first example of a misplaced relief on the Type II plates (see Figure A). Both stamps of this vertical pair are "E" reliefs. We would be grateful for any further reports of misplaced reliefs, since they will be valuable plating tools.



Figure A



Figure B

#### PLATE 17

When Mr. Robert Hegland's article announcing the discovery of the first Plate 17 plate number appeared, we were not able to illustrate it. It is shown here as Figure B.

## QUANTITY OF ISSUE STATISTICS ON S1-S3

ROBERT R. HEGLAND

Figure 1 shows a summary of the quantities issued for the various Type 1 plates as estimated by Dr. Chase. Comparing the quantities of the imperforate and perforated uses of these plates has resulted in the interesting percentages shown in the figure. While collectors have long recognized that perforated copies from the plates that were used primarily for the imperforate issue are relatively scarce, this collector wondered just how scarce these were with inner frame lines, that is, from plates 2L, 3, and 5L.

As can be seen from the figure, out of a random sample of 500 stamps perforated and imperforate that were printed from plates 0-8, there would be only 50 copies that were perforated and, of these, only 2 would be from the plates with inner frame lines.

Although there are many factors beside quantity of issue that must be considered in establishing a catalog listing or a realistic price, it is interesting to note the price for an orange-brown and the price for the 10-times scarcer perforated with inner lines. Have you ever seen one of these offered in a specialized collection at auction or in a specialized collection of the 3c 1851?

Plate No.	Imperforate (Millions)		Perforated (Millions)		Total
	OB	Other	with Inner Line	no Inner Line	
0	4.4				4.4
1E	2.3				2.3
1I	4.0				4.0
1L		61.7			61.7
2E	4.2				4.2
2L		85.2	.5		85.7
3		77.9	.5		78.4
4		37.6		7.8	45.4
5E	5.1				5.1
5L		20.6	.6		21.2
6		21.2		7.8	29.0
7		21.2		15.5	36.7
8		16.9		6.2	23.1
Total	20.0	342.3	1.6	37.3	401.2
%	4.99	85.32	.40	9.29	100.00
In 500	25	427	2	46	500
Total	362.3		38.9		401.2
%	90.31		9.69		100.00
In 500	452		48		500

Figure 1. Comparison of estimated quantities of issue of plates 0-8.

### 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.

**SUMMARY OF  
DROP LETTER AND CARRIER POSTAL RATES  
New York City (1794-1885)**

STEVEN M. ROTH, R.A. 1169

Elliott Perry has defined the term "drop letter" as follows: ". . . a letter deposited in a post office for delivery in or from that post office to an addressee, without being transmitted to another post office for delivery."<sup>1</sup> In the foregoing definition, the term *deposited* includes letters that are placed or "dropped" in the post office or which are collected from letter boxes and brought to the post office.<sup>2</sup> The term *delivery* includes letters that are handed to the addressee at the post office (i.e., over-the-counter) and letters that are carrier-delivered to a home or business from the post office.<sup>3</sup> The essential factor is that the letter is not transmitted from or to another post office before it becomes available to the addressee.

The rates charged for drop letters depended upon how such letters were handled. If the letter passed through the post office (for over-the-counter delivery or for home or business delivery from the post office), then a drop letter fee was due. If the letter was carrier-delivered, too, a carrier fee was *also* due. If the letter was handled *only* by the carrier department (i.e., was placed in a collection box for delivery to a home or business so that *technically* it did not pass through the post office), then only a carrier fee was due, and no drop letter charge was made.<sup>4</sup>

**Possible Combinations**

**A. Deposited in Post Office:**

1. Delivery to addressee over-the-counter at the post office (drop letter with no carrier involved).
2. Delivery to another post office (normal postal rates applicable to out-of-town transmission).
3. Delivery to addressee at home or business (drop letter with delivery by carrier from post office or collection box to addressee).

**B. Deposited in Collection Box:**

1. Delivery to addressee at home or business (not a drop letter; handled only by the carrier department, which delivered the letter from the collection box to the addressee). No drop letter fee.
2. Delivery to post office for transmission to an out-of-town destination (various transient rates at different times; not a drop letter).
3. Delivery to post office for over-the-counter pick-up by addressee (drop letter; no carrier involved after receipt at post office).

**C. Received at Post Office for Local Delivery ("From the Mails"):**

1. Delivery to local addressee by carrier (not a drop letter). Carrier fee collected in addition to normal postage.
2. Pick-up by addressee over-the-counter at the post office. Not a drop letter.

For a discussion of the ways in which a letter could be handled when it arrived at a post office having city delivery service in the pre-1840 period, see C. Hahn, "Letter Carrier Service in New York," *The Chronicle* 83:182-184.

**Rates**

The rates charged in New York City for the various combinations shown above are:

Type of Delivery	Date of Law or Rate	Amount Prepaid to or Collected by Post Office	Carrier Fee	Total Charge for Service
	Source: Act of 5-8-1794 (Effective 6-1-1794) (1 Stat. 359)	Rate in Effect: Normal Postal Rates (NPR) or 1c Drop Rate		
A1		1c	2c	—
A2		NPR	—	1c
A3		1c	2c	NPR
B1		—	2c	3c
B2		NPR	—	2c <sup>5</sup>
B3		1c	—	NPR
C1		NPR	2c	1c <sup>5</sup>
C2		NPR	—	NPR + 2c
				NPR



The same rates were continued in the Acts of March 2, 1799; April 10, 1810; March 3, 1825; and March 2, 1827. The 1843 *PL&R* indicates that these rates were generally continued in effect as of 1843 except that, pursuant to Section 249, carriers for the United States City Dispatch Post in New York City were authorized to collect 3c on each letter deposited in any part of the city and delivered in another. From February 1, 1815, to March 31, 1816, the "War of 1812" rates applied, increasing all postal rates (including the drop letter rate) by 50 percent. This surcharge did not apply to carrier fees, which were not considered to be postal rates, *per se*. Since carrier fees were generally paid in cash to the carrier, the carrier rate was not necessarily shown on the cover.

The Act of July 2, 1836 (5 Stat. 89), authorized the Postmaster General to set the carrier fee for delivery and collection at a figure *not exceeding 2c*.

Type of Delivery	Date of Law or Rate	Amount Prepaid to or Collected by Post Office	Carrier Fee	Total Charge for Service
	Source: Act of 3-1-1845 (Effective 7-1-1845) (5 Stat. 733)	NPR or 2c Drop Rate	2c	
A1		2c	—	2c
A2		NPR	—	NPR
A3		2c	2c	4c
B1		—	2c	2c
B1	February, 1849 in New York City		1c	1c
B2		NPR	1c	NPR+1c
B3		2c	—	2c
C1		NPR	2c	NPR+2c
C1	February, 1849 in New York City		1c	NPR+1c
C2		NPR	—	NPR
	Source: Act of 3-3-1851 (Effective 7-1-1851) (9 Stat. 587)	NPR or 1c Drop Rate	1c	
A1		1c	—	1c
A2		NPR	—	NPR
A3		1c	1c	2c
B1		—	1c	1c
B2		NPR	—*	NPR
B3		1c	1c	2c
C1		NPR	2c	NPR+2c
C2		NPR	—	NPR

\*No charge in New York City for collection and delivery to post office "for the mails."

Drop letter rate (1c) continued in the Act of 1855 (10 Stat. 641).

	Source: Act of 4-3-1860 (Effective 4-3-1860) (12 Stat. 11)	NPR or 1c Drop Rate	1c	
A1		1c	—	1c
A2		NPR	—	NPR
A3		—	1c	1c**
B1		—	1c	1c
B2		NPR	1c	NPR+1c
B3		1c	1c	2c
C1		NPR	1c	NPR+1c
C2		NPR	—	NPR

\*\*Act prohibited drop letter charge on all letters delivered in New York City by carrier (only carrier fee charged).

Source: Act of 6-15-1860 (Effective 7-1-1860)

This Act set the carrier fee at 1c, and removed all discretion of the Postmaster General to change or adjust fees (as was permitted under the old laws, which set the fees as "not exceeding 2c or 1c," as the case may be).<sup>6</sup>

Source: Act of  
3-3-1863 (Effective  
7-1-1863)  
(12 Stat. 704)

Under this Act, carrier fees were abolished. The drop letter rate was increased from 1c to 2c, whether or not the post office provided carrier service; 1c went into the carrier budget (not to the carrier) of the Post Office Department. Carriers were placed on an annual salary. During this period, letter carriers were employed in only about 50 post offices of approximately 20,000 in existence.<sup>7</sup>

Source: Act of  
3-3-1865 (13 Stat. 507):  
See below regarding  
drop letter rates.

*Drop letter rates from and after 7-1-1865:*  
1865-1885: (Cities with Free Delivery = Carrier Post Office)  
At Carrier Post Office = 2c\* Per ½ ounce.  
At Non-Carrier Post Office = 1c  
1885 (7-1-1885) (23 Stat. 387):  
Including free delivery at Carrier Post Office = 2c\* Per 1 ounce.  
At Non-Carrier Post Office = 1c  
\*Included extra 1c charge in cities having free city delivery.

#### Footnotes

<sup>1</sup> E. Perry and A. Hall, "One Hundred Years Ago," (APS, 1942), p. 34.

<sup>2</sup> *Ibid.*, p. 35.

<sup>3</sup> See also M. Blake and W. Davis, *Boston Postal Markings to 1890*, Chart on p. 116 with respect to fees for "drop letters delivered by a carrier."

<sup>4</sup> E. Perry, *Pat Paragraphs*, pp. 1701-2, says: "'City' (i.e., 'local') letters, which were handled only by the carrier department, were delivered at the 1c rate, but if deposited in the regular mail drop at the post office, or if they were addressed to a box at the post office, they became 'drop letters' and were subject to an additional charge of 1c which was the drop letter rate for twelve years beginning July 1, 1851." See also M. Fortgang, "Carrier Markings," *The Chronicle* 31:7-8.

<sup>5</sup> It would appear that the first collection boxes in New York City were established by letter carriers in 1833. See B. Bates, *Brief Statement of the Exertions of the Friends of Cheap Postage in the City of New York* (1848), quoted in C. Hahn, "Letter Carrier Service in New York," *The Chronicle* 82:121.

<sup>6</sup> Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. II, p. 144.

<sup>7</sup> M. Lane, *The Harry F. Allen Collection of Black Jacks* (A.P.S. 1968), p. 19.

### MASSACHUSETTS TOWNS

Mr. Henry Stevens, Box 417, Alton, N. H. 03809, has abstracted the list of Massachusetts towns contained in the 1851 Table of Post Offices in the United States and has printed the result on six 8x10 pages. He offers to send a copy to any interested Route Agent gratis on receipt of a stamped self-addressed envelope.

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# PHILATELIC BIBLIPOLE

## Authoritative Philatelic Literature

### 1851-1861

The U.S. One Cent Stamp of 1851-57 by Stanley B. Ashbrook 1938, cloth, 2 vol., 324 and 368 pages .....	\$85.00
The U.S. One Cent Stamp of 1851-61 by Mortimer L. Neinken 1972, cloth, 552 pages .....	\$60.00
The 3c Stamp of the U.S., 1851-57 by Carroll Chase 1929, cloth, 369 pages .....	\$47.50
1942 revised edition, regular deluxe, 374 pages .....	\$62.50
1942 revised edition, pages 327-342 mis bound, xerox copies .....	\$32.50
The U.S. Five Cent Stamps of 1856-61 by Henry W. Hill 1955, cloth, 79 pages, edition of 500 copies .....	\$55.00
U.S. Ten Cent Stamp of 1855-57 by Stanley B. Ashbrook 1936, paper, 87 pages, used condition .....	\$8.50
U.S. Ten Cent Stamps of 1855-59 by Mortimer L. Neinken 1960, cloth, 252 pages .....	\$12.50
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### POSTAL MARKINGS

U.S. Postal Markings & Related Mail Services, 1851-61 by Tracy W. Simpson 1959, cloth, 177 pages plus pricing pamphlet .....	\$70.00
History of Letter Post Communication Between the U.S. and Europe, 1845-1875 by George E. Hargest, 1971, 234 pages, cloth .....	\$75.00

### NEW BOOKS

The Forwarding Agents II, by Kenneth Rowe 1974, cloth, 60 pages, supplement to 1966 book .....	\$5.00
1966, cloth, 165 pages, original book .....	\$6.50
The U.S. 1869 Issue-an Essay-Proof History by Fred P. Schueren Publication expected soon .....	regular edition .....
deluxe edition .....	\$17.50
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### NEW PRINTINGS

Boston Postmarks to 1890, by M. C. Blake & W. W. Davis 1974 reprint of 1949 edition, cloth, 386 pages .....	\$30.00
A History of the Ship Letters of the British Isles, by Alan W. Robertson 1973, three volumes in post binders, slip cases, edition of 100 sets .....	\$230.00

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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### EDITORIAL

We need to correct a typing error made in the first portion of "The Free Frank in the 1860s," which appeared on page 155 of *Chronicle* No. 83. In discussing the two franks of Schuyler Colfax, which were shown in Figures 1 and 1 A, we stated the upper frank in the illustration was sent under Section 230 of the postal laws and regulations of 1859, which is the section where the franking privilege went with the job as a "trust" for maintenance of official correspondence. This assignment was not correct, as anyone reading the wording of the act, given on page 152 of *Chronicle* No. 83, can see. Actually, the members of Congress also had the franking privilege under the same provision as did the President and Vice President, Section 229. Under this section, the franking privilege was considered a personal privilege and hence the possessors of the privilege under section 229 could write at any time upon any subject they desired, whether official business or not. We hope that we didn't mislead anyone.

On page 96 of *Chronicle* No. 82, we discussed the statement, which appeared in several auction descriptions, that the B. & O. R. R. station marking, "Sir John's Run/B. & O. R. R." was not listed in Remele. In each case, the cover was clearly mailed in 1863 or 1864, and in one case, the cover bore a 3c 1861 stamp. It has been pointed out to us that this station was probably established in 1860, near the end of the 1851-57 stamp period, so that the marking *could* appear in Remele. For those not familiar with these reference works on U.S. railway route agent or post office markings, the Remele book, actually *United States Railroad Postmarks, 1851 to 1861*, covers only the period designated in the title, and the Towle-Meyer book, *Railroad Postmarks of the United States, 1861 to 1886*, covers the subsequent period. Obviously, since periods of use of stamp issues seldom coincide with periods of use of route agent markings, many of the markings known are listed in both books. However, our point remains—if a cover is dated prior to 1861, look in the Remele book. If it is dated after 1861, look in the Towle book. If a cover bears an 1861 date, or cannot be dated, then look in both books!

The fact that covers mailed in 1863 or 1864 bear a route agent marking not listed in the pre-1861 stamp issue coverage of the Remele book means absolutely nothing, but if the marking were unlisted in Towle-Meyer, or the supplements published by Mr. Towle in these pages, then a note to that effect in the auction description would be justified. Actually, the Sir John's Run marking is listed on page 115 of Towle-Meyer, and is catalogued as T. M. 274-S-18, with a rarity index of 24. We imagine, considering the number of fine strikes on cover that have been sold of late, that Mr. Towle might consider reducing the rarity index for the marking.

R. B. Graham

### SURVEY OF 1867-68 EARLIEST KNOWN USES

WILLIAM K. HERZOG

An article on the 1867-68 grilled stamps is being prepared by the author. Since it appears that no complete listing of earliest known uses of the 1867-68 grilled stamps has ever been published, such a list should prove quite informative. It is interesting to note that on pages 112 to 114 of his *Special Service*, Stanley Ashbrook gives a list of earliest known uses from the 1847 stamps through the 1869 stamps. The only 1867-68 grill listed there is the 3c "A" grill! We find the same situation in the *Scott Catalog's* 1867-68 section, where the only date given is for #79, the 3c "A" grill. When we consider that a list of earliest known uses could help shed some light on the order in which the grills were produced and issued, such a list seems long overdue.



A preliminary list is illustrated herewith. Most of these dates should be superseded by subsequent reports. Readers are requested to report their grilled covers to the author. All 1867 and 1868 dated covers will prove of use; however, the only 1869 dated covers required are those franked by the 5c-F, 24c-F, 30c-F, or 90c-F. Please be sure that the stamp is actually grilled, and that the grill type can be positively verified. If in doubt, do not report it without verification.

Please send your reports to the author as follows: William K. Herzog, 915 Cass Street, Saginaw, Michigan 48602.

#### PRELIMINARY LIST OF 1867-68 EARLIEST KNOWN USES

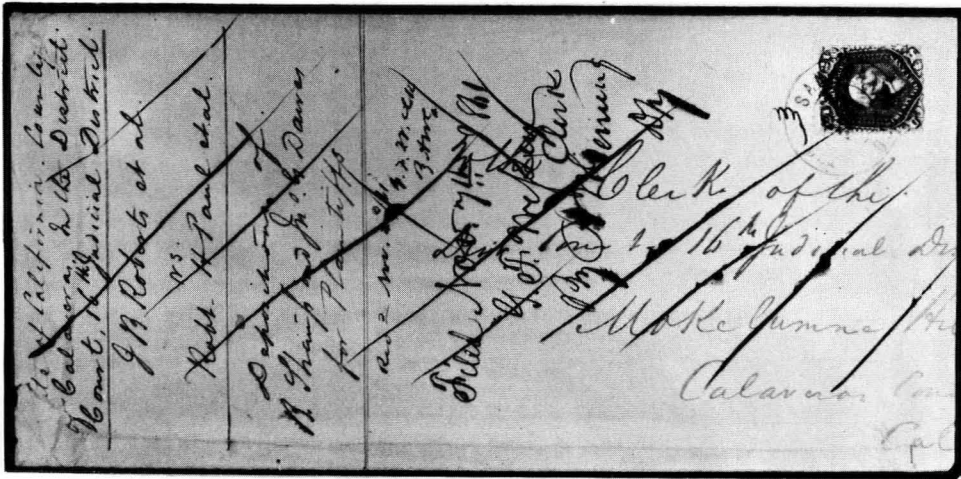
<i>Grilled Values</i>	<i>Date of Mailing</i>	<i>Place of Mailing</i>	<i>Source</i>	<i>Notes</i>
3c-A	Aug. 13 (1867)	Buffalo, N. Y.	Chronicle #77	Two others known on this date
3c-B	Feb. ?, 1868		Brookman Vol. II	Stamps now removed
3c-C	Nov. 25 (1867)	N. Y. C.	Auction Lot	Docketed "12/1/67"
2c-D	Apr. 2 (1868)	Philadelphia, Pa.	R. Rustad	Docketed
3c-D	Apr. ? (1868)	Southshafsbury, Vt.	W. K. Herzog	Yeardated enclosure
2c-Z	Mar. 13 (1868)	Middletown, Ct.	W. K. Herzog	Docketed "R. 14 Mar. 68"
3c-Z	Apr. ?, 1868	Clear Spring, Md.	C. W. Christian	
12c-Z	June 13, 1868	Worcester, Mass.	W. K. Herzog	
1c-E				
2c-E	May 11 (1868)	N. Y. C.	Newbury Sale	Docketed
3c-E	June 25 (1868)	Buffalo, N. Y.	P. Wolf	Docketed
10c-E	May 6, 1868	N. Y. C.	C. J. Starnes	
12c-E	Mar. 3, 1868	Philadelphia, Pa.	W. K. Herzog	
15c-E	Aug. ?, 1868	Boston, Mass.	C. J. Starnes	French "22 Aug. 68"
1c-F	Mar. 19 (1869)	Logansport, Ind.	C. L. Friend	Docketed "Mar. 19, 68"
2c-F	Mar. 27 (1868)	Columbia, S. C.	P. Wolf	Yeardated Contents
3c-F	May 28 (1868)	Philadelphia, Pa.	C. L. Friend	Docketed
5c-F	Apr. 26 (1870)	San Francisco, Cal.	Gibson Sale	Year so stated in catalog?
10c-F	Oct. 1, 1868	Stockbridge, Mass.	C. J. Starnes	
12c-F	May 27, 1868	N. Y. C.	Ashbrook Article	Stamp Specialist, Orange Bk.
15c-F	June 24, 1868	N. Y. C.	Ashbrook Article	Stamp Specialist, Orange Bk.
24c-F	Jan. 5, 1869	Boston, Mass.	Krug Sale	
30c-F	Jan. 27, 1869	New Bedford, Mass.	C. J. Starnes	
90c-F	May 8, 1869	San Francisco, Cal.	Chronicle #69	

#### 24 CENT DARK BLUISH VIOLET WEST COAST USE WILLIAM K. HERZOG

The accompanying illustration shows a large, legal cover that was franked by a 24 cent dark bluish violet. The stamp was cancelled by a San Francisco postmark of October 30. The envelope, which contained depositions for the District Court at Mokelumne Hill, California, was docketed across the face, "Filed Nov. 7th, 1861." The stamp paid eight times three cents postage on heavy contents.

The availability of the new design stamps was first advertised in the San Francisco newspapers on Wednesday, October 9, 1861.<sup>1</sup> If the first shipment was sent by steamer via Panama, reference to known ship arrival and departure dates indicates it was sent from New York on the SS. *Northern Light* to Aspinwall, carried across the Isthmus, and sent on to San Francisco on the SS. *St. Louis*, arriving there on Sunday, October 6, 1861.<sup>2</sup>

If so, it is interesting to note that the new design stamps were not sent to the West Coast until 26 days after the first delivery was made to the Stamp



Agent on August 16. During those 26 days, a total of 209,150 stamps of the 24 cent value were delivered to him.<sup>3</sup> The task of supplying large cities east of the Rocky Mountains with ample supplies of new stamps must have taken precedence over supplying the West Coast.

The dark bluish violet shade on this cover undoubtedly came from the first shipment of new stamps into San Francisco. This shade came from the earliest printing of issued 24 cent stamps, and closely approximates the shade of the 24 cent dark violet which is cataloged as Scott No. 60.

Scott lists the following 24 cent shades for the year 1861: (60) dark violet in unused condition only; (70b) steel blue; (70c) violet; and (70d) grayish lilac. All of these shades have BLUISH tendencies! Since philatelic nomenclature can be rather vague, here is my own, more explicit terminology: (60) dark bluish violet in unused condition only; (70b) gray blue; (70c) blue violet and red violet; (70d) blue gray. A total of 536,150 stamps of the 24 cent value were delivered to the Stamp Agent for the period of August 16 through December 23, 1861.<sup>4</sup> Present knowledge indicates that they were all from the above shades.

Can anyone report another 24 cent violet used from the West Coast? Can anyone report another domestic use for the 24 cent violet?

#### Footnotes

<sup>1</sup> *Stamps Magazine* (September 2, 1933), p. 339.

<sup>2</sup> *Ibid.*

<sup>3</sup> Elliott Perry, *Pat Paragraphs*, total taken from various issues.

<sup>4</sup> *Ibid.*

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## "THE SHORTEST DISTANCE—"

C. W. CHRISTIAN

"The shortest distance between two points" is not necessarily a straight line, especially where the axiom concerns the early transportation of the mails. That the statement in this relation was often a fallacy is indicated in the cover from Vancouver Island to London, Canada, the shortest distance being by way of San Francisco and more than half way across the United States via the Overland Mail!

During the 1860s there was no direct way to carry the mail across the wilderness of British North America into Canada West. All mail from Vancouver Island and British Columbia for the United States and for the outside world was sent through San Francisco. Wells Fargo and Co. had established offices at Victoria, V. I., and in British Columbia in 1858 and handled most all outgoing mail as well as nearly half of the internal mail until 1867. By 1861 supplies of U. S. stamps were stocked in most Wells Fargo offices, yet it was not unusual for them to transport large packages of unstamped letters by messenger from the Colony to San Francisco. Upon these occasions Wells Fargo settled for any postage that was due Victoria and at the San Francisco office affixed the proper U. S. postage to mail going beyond.



Figure 1

The postal customs at Victoria were probably unique in postal history for, as long as Vancouver Island was an independent colony, there were no postal regulations on its statutes. This condition existed until the island united with British Columbia and conformed to their existing regulations.

Some order began to emerge from the rather chaotic postal system of the island when the Governor appointed Henry Wooten to postmaster of Victoria in 1861, an office he held until 1867. Henry Wooten had been the Harbor Master and enjoyed a good reputation in that capacity. With this appointment it was the Governor's decision to combine the Post Office with the office of Harbor Master and in assuming his added duties the new postmaster inherited a bankrupt postal department.

Wooten's predecessor had kept no books and neglected to turn in any public moneys collected by him. During the long periods between the arrival of mail steamers post office business at Victoria was very dull. Seeing therein an opportunity, early in 1861 the former postmaster requested a leave of absence between sailings, departed the island never more to be seen, leaving behind only \$1.15 in the postage box.

Up to this time mail to and from Vancouver Island was irregular and undependable. There was no contract agreement but most of the sailing vessels stopping at Victoria carried the in and out mail free of charge. The reason is not clearly indicated in the recordings of the Colonial postal systems, but a rift developed between the Victoria Post Office and one of the lines making frequent mail stops at the island. The captain refused to carry any further mail without payment of an exorbitant monthly fee and his demand was turned down. Shortly after, in 1863, arrangements were made to carry the mail by contract steamer between Victoria and San Francisco on a fortnightly basis. Evidence that Wells Fargo was keeping its hand in the Colonial mail business was indicated in a letter from the Colonial Secretary to the Governor in which he stated, "the Express company has traveling agents on all steamers."



Figure 2

Even though Vancouver Island, while it remained a colony, had no postal regulations it had one very definite requirement,—mandatory prepayment of postage on express mail. The Victoria Post Office PAID handstamp, Figure 2., was used to indicate prepayment of intercolonial postage. The blue oval marking was also used to frank envelopes for sale to the public as "stamped envelopes" as well as to frank letters individually presented for mailing. It was not uncommon for the express companies to furnish their own envelopes for this franking.

Mr. Deaville, in his study of the postal customs of Vancouver Island, included a brief rate table listing a fee of 15c from V. I. to Canada in 1865. These rates (as was also true of rates charged at earlier dates) represented the sum of the colonial postage of 5c (2½d) and the current U. S. rate to whatever destination was involved. At this time the rate to Canada from anywhere in the United States was 10c, the previous 15c charge from the Pacific Coast to Canada having been reduced to 10c in February 1864. In the instance of the cover in Figure 1 the PAID handstamp acknowledged prepayment by cash of the colonial postage for carriage from V. I. to San Francisco. The U. S. 10c stamp paid the rate from California to Canada, just as if the cover had originated at San Francisco.

Due to the ravages of the war between the states it became unsafe to transport mail over the old Butterfield Route. During the period of this cover, 1865, letters for the most part were sent over the Central Overland, somewhat as sketched on the map, Figure 3.

Mail for the Overland, after reaching San Francisco, was first dispatched to Sacramento via a rail line that had been in operation between these two cities since 1860. Then by coach through Virginia City to Salt Lake City, northeast to Fort Halleck in Nebraska Territory and south to Denver. From Denver the route was almost due east to St. Joseph, Missouri, to meet the railroads which were slowly extending westward from the Mississippi.

The Central Overland was in constant danger from Indian attack. Many way stations were burned, attendants killed and the stock driven off, a harassment that continued throughout the territories until late in 1865 when a treaty with the Indians was signed. The mail was relatively safe after reaching St. Jo for here a rail line was available to Atchison, Kansas, and then east to St. Louis. From St. Louis the Chicago and Alton R. R. had a long established line into Chicago. Another rail line operating out of St. Jo. extended in a general northeasterly direction to Quincy, Illinois and to Chicago via Galesburg.

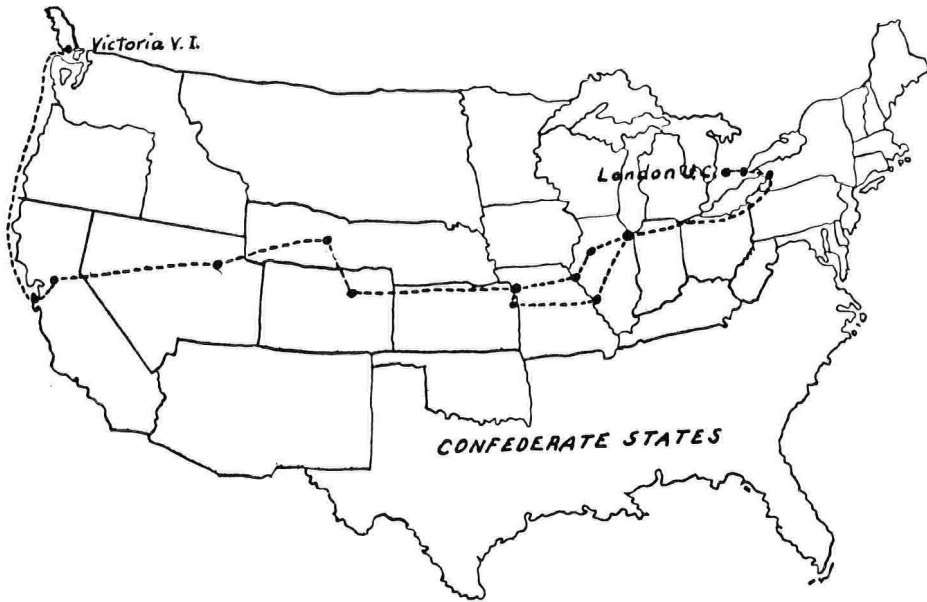


Figure 3

A network of railways extended over the eastern states with direct lines from Chicago to Detroit and around Lake Erie to Buffalo, the U. S. exchange office at that point of the border. The red marking, U. S. 10 cts. PAID in oval, was applied at the Buffalo office and the letter sent on to the Canadian exchange at Hamilton, U. C. situated at the western tip of Lake Ontario. London, the ultimate point of the "shortest distance," was approximately fifty miles west from Hamilton. The Hamilton receiving date, a backstamp of March 9, 1865, indicates a transit time from San Francisco of 24 days.

**References**

A. S. Deaville, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-1871*, 1928.  
 Dr. Victor M. Berthold, *Handbook of the Wells Fargo and Co.'s Handstamps and Franks*, 1926.  
*Ibid.*, Added quotations by H. C. Needham.  
 Dr. L. R. Hafen, *Overland Mail, 1849-69*, 1926.  
 Charles L. Towle and Henry A. Meyer, *Railroad Postmarks of the United States 1861-86*, 1968.

**THE FREE FRANK IN THE 1860s**  
**RICHARD B. GRAHAM**

(Continued from *Chronicle* 83:157)

**THE ACT EFFECTIVE JULY 1, 1863**

The Act of March 3, 1863, effective July 1 of that year, changed the franking laws somewhat. The major changes were that postmasters of small offices were permitted to frank on official business, only, there thenceforth being no distinction made as to whether a postmaster's office was large or small. Free transmittal of letters to any person or office with the franking privilege was thenceforth to be prepaid, with one exception. Official communications, written by some officer of a department, and addressed to "any executive department, or any officer in it, must now be prepaid, except official communications written by some officer of the Department, or an officer under its control or responsible to it; and in such cases, under the words 'official business' on



the envelope, the officer must sign his name with official designation. All other persons, and all officers writing to Departments with which they are not connected, must prepay their postage."

Figure 5 displays a cover addressed to Rear Admiral S. Phillips Lee, commanding the North Atlantic Blockading Squadron, and from Rear Admiral John A. Dahlgren, then in command of the South Atlantic Blockading Squadron. From the New York postmark, the cover was probably placed in the mail at New York on Sep. 5, 1864, the cover having been sent north from Port Royal, S. C. on Aug. 17th. The cover bears Dahlgren's signature as a frank, which was apparently accepted at the New York post office. The author has seen several other similar covers, some with due markings, and some with postage paid, the stamp being placed normally, but the cover still bearing Dahlgren's signature. The latter are mostly from Dahlgren's letters home to his wife, although some of these covers exist without stamps, both with and without due markings.

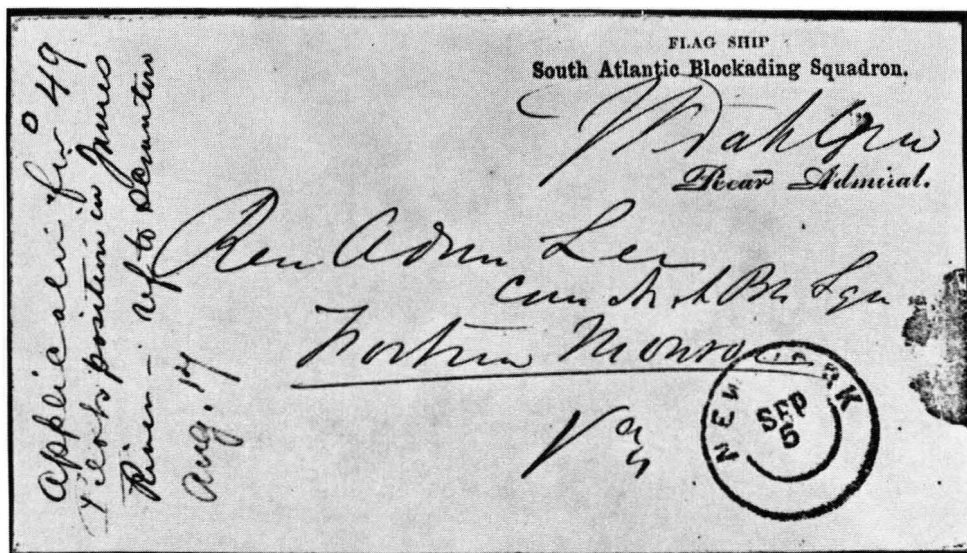


Figure 5. Frank of Rear Admiral John A. Dahlgren, on cover addressed to Rear Admiral Lee of the North Atlantic Blockading Squadron, probably in August of 1864. Although Dahlgren was then commanding the South Atlantic Blockading Squadron, this frank was probably not legally authorized, even though accepted by the postal clerk at the New York post office when the letter was received (from Port Royal, S. C.)

The cover shown in Figure 5 is undoubtedly on official business, but was still probably stretching the law a bit, on Dahlgren's part, to consider that he could use a franking signature on any mail except that back to the Navy Department.

The Act of June 1, 1864, again changed the requirements concerning official letters from those responsible to an Executive Department to the Department, clarifying that such letters had to be sent to *heads* of such Departments, or Bureau heads "or Chief Clerks of Departments, or one authorized by the Postmaster General to frank official matter. . . ." This act also removed the requirement that the subsidiary officer either frank or endorse "official business."

Since the cover shown in Figure 5 was dated after the act, and probably after it was in effect, the question remains as to whether the New York post-office was aware of the clarification. There was probably a flier on the subject, but the earliest record seen by the author is the summary of the postal laws issued by Postmaster General Dennison on May 1, 1865.

These regulations, summarized previously in this article, explain why there exists a very large variety of imprinted government envelopes, all from the 1860s, with the legend "official business," and which, in spite of that legend,

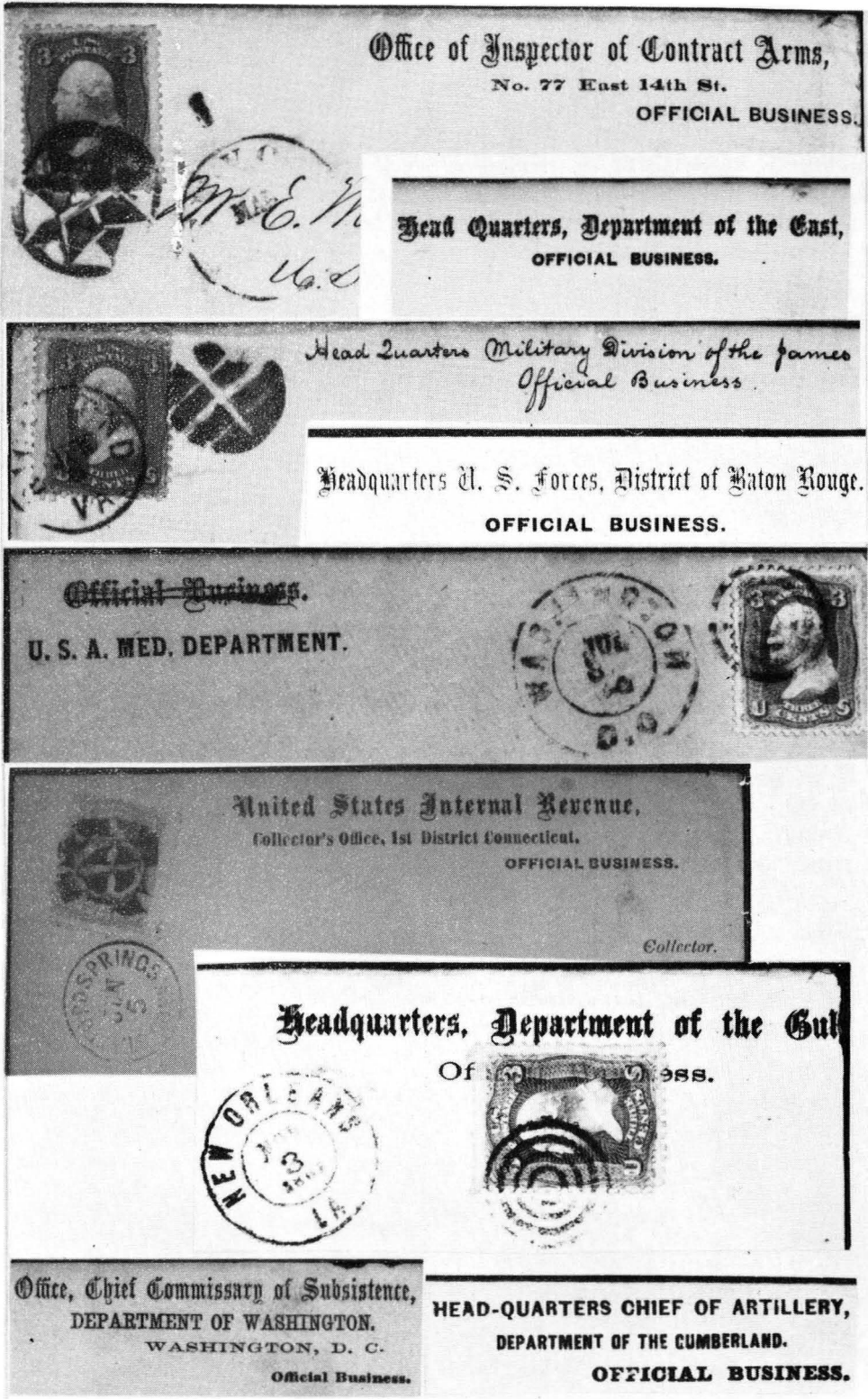


Figure 6. A montage of covers with imprints for use in franking to the various Executive Departments. All these covers, being otherwise addressed, required postage.



Figure 7. A montage of covers franked by Bureau heads, Commissioners or Chief Clerks, or others having the franking privilege in connection with the business of their offices.

nearly always bear stamps. A few correctly franked covers are in the hands of collectors, but the important point here is that these covers could legally only be franked when addressed to the officers of the Department who, by law, possessed the franking privilege themselves. Figure 6 shows a montage of the pertinent portion of several such covers. All were prepaid with 3c stamps, and none were addressed to the required franking authority so that they, themselves might have been franked. The lowest line legend, of the "Office, Chief of Commissary of Subsistence, Department of Washington, etc.," should not be confused with the position of the Commissary General of Subsistence; the former was a local affair, and the latter was the higher authority with the franking privilege.

Figure 7 displays a similar montage of franked covers of various bureau and subsidiary departmental heads or others authorized to frank. It will be noted that all the covers are franked from Washington, and at least one, that of St. John B. L. Skinner, has the signature, with title, made up as a handstamp, although all the rest of the signatures in Figure 6 are handwritten. Even as late as 1870, there were very few printed franks, which included a printed or even handstamped signature. One of those is very well known, being that of F. E. Spinner, Treasurer of the United States, whose beautiful and distinctive signature also appeared on certain governmental documents and securities.

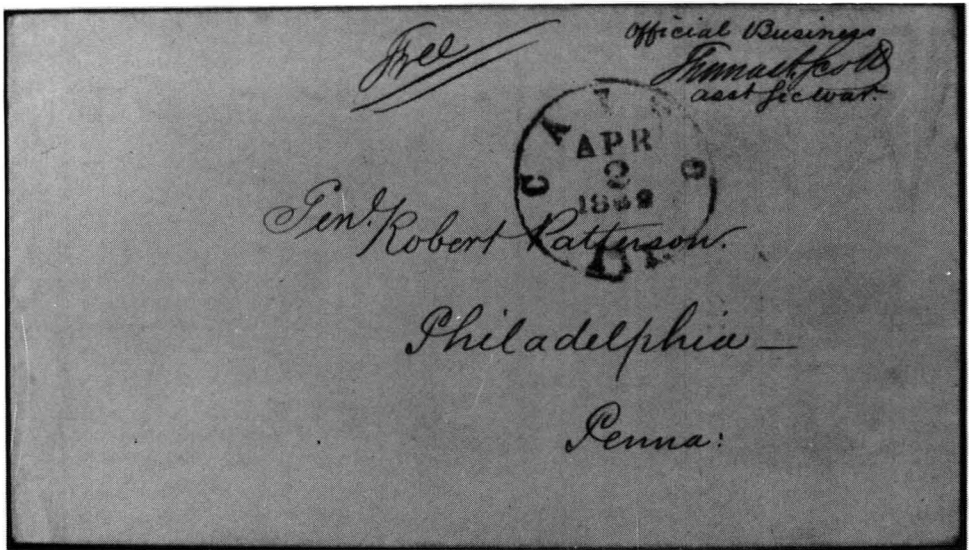


Figure 8. Frank of Thomas A. Scott, Ass't Secretary of War, from Cairo, Illinois in 1862. Scott was later President of the Pennsylvania Railroad.

Figure 8 shows what is really something of a rarity; the frank of a subordinate Executive Department official from a town other than Washington. This is the frank of Thomas A. Scott, then Ass't Secretary of War, and it entered the mails at Cairo, Ill. Actually, the cover probably came from the Memphis area or farther south, Scott then being on a tour of the Western military commands, probably on his way north just in time to miss the Battle of Shiloh.

Figure 9 shows a frank of the then commanding officer of the army, Gen. William Tecumseh Sherman, of Civil War "March to the Sea" fame. Sherman was appointed on March 7, 1869, to the capacity in which he franked the cover, and held this position for 14 years, until long after the franking privilege was abolished forever for the Executive Departments of the Government. This frank is shown mainly to get Sherman's signature on record, for there are franks of at least two other men often sold or offered as Civil War franks of Sherman. As far as the



author knows, the commanding officer of the army job was the only such where Sherman ever had the franking privilege. The others whose franks are often taken for that of General Sherman, are those of the General's brother, Senator John Sherman of Ohio, and, particularly that of an upstate New York physician who served but one term in Congress, 1861-63, joining the 34th New York Volunteers as regimental surgeon before completing his term. This Sherman, Dr. Socrates Norton, apparently used his frank in the field extensively to frank letters of soldiers, as many examples are known, often on patriotic covers. The franking signatures of both these other Shermans are shown as part of Figure 9. A few of the S. N. Sherman franks have signatures less typical than the one shown, but none has been seen with anything even resembling the characteristic looped cross bar of the "T" which is attached to the "W" of the General W. T. Sherman frank.

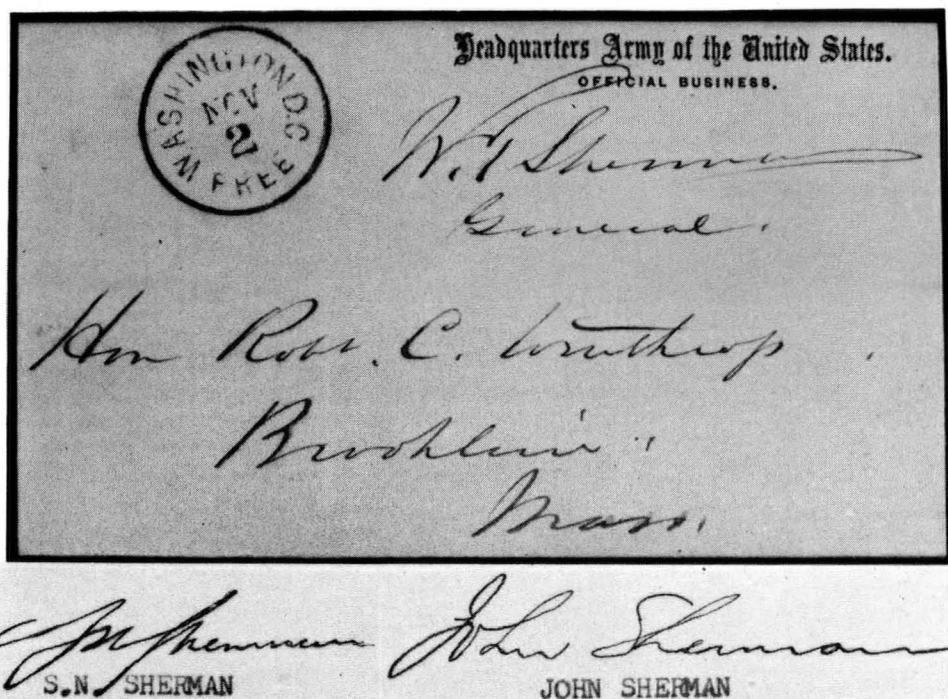


Figure 9. Frank of Gen. William Tecumseh Sherman, with facsimiles of two franking signatures sometimes confused with the general's franks.

Between 1859 and 1866, there were no issues of the *Postal Laws and Regulations*, and the 1866 *P. L. & R.* was probably the most confusing issue of that publication in history, since it actually reviewed all the postal laws from 1825 on (including some long since superseded, although the superseding acts were also usually given in their proper sequence). In the 1860s, there were no major changes from the 1859 *P. L. & R.* in the franking laws in the 1860 revisions. We have recounted most of the changes, which were mainly of redefinition, and restricting the franking activities of the more subordinate positions of the executive departments, and of the postmasters, during the war years and prior to the first postwar issue of the *P. L. & R.* in 1866. The Internal Revenue acts of June 30, 1864, amended March 3, 1865, added the Commissioner of Internal Revenue (Treasury Dept.) to those having the official franking privilege. The Act of July 13, 1866, permitted franking by Internal Revenue Dept. Collectors and Assessors among themselves and to their department, on official business. The Act of March 9, 1868, permitted the Congressional Printer to frank and receive letters and documents free, when on the business of his office.



The Act of July 8, 1870, extended the franking privilege to the Commissioner of Patents.

It was again required, by the Act of March 9, 1869, that all franks were to be by "autographed signature upon the matter franked."

The Act of June 8, 1872, again slightly rearranged the franking privilege. Both this act and that effective July 1, 1863, had voided all previous franking legislation. The franking privilege for both Legislative and Executive branches was abolished by the Act of Jan. 31, 1873, effective July 1, 1873, and that of the Executive has never been restored.

Frank collecting is usually done more as an autograph collecting exercise than as postal history, and it is certainly true that franks of Civil War personalities such as Lincoln, Seward, Stanton, Vallandigham, Sumner and Salmon P. Chase are of great interest. Yet this interest lies more because of what these men were than because of any postal history slant respecting the usage of the franking privilege. It may, perhaps, follow that franks of men such as these, who had the personal franking privilege, are dull, having little variety to offer from the postal history standpoint; collectors do recognize that the presence of a postmark on such franks affects the value, but still this makes little difference, otherwise, in their consideration of the frank as a desirable item.

It is for this reason, the author has displayed but one frank of a really well known Civil War franker—General William Tecumseh Sherman—in this article and that for a specific purpose. It is true, however, that several of the frankers were very newsworthy at times, such as Admiral Charles H. Davis for his naval victory at Memphis in 1862, and Schuyler Colfax for his years as Speaker of the House and as Vice President under Grant—as well as his alleged involvement in the Credit Mobilier scandal. No matter how much one wishes to emphasize the postal history aspects, it is still impossible to ignore the humanities involved. To possess the franking privilege, by reaching a position where it was available, there had to have been some exceptional characteristics in the individuals involved, and it is doubtful if any franker was really uninteresting as a person.

The author would appreciate reports of Civil War franks of the type described or of Naval or Army officers' or officials' franks of any period. Thanks are also tendered to Theodore A. Stevens for originally arousing our now considerable interest in the subject, as well as furnishing some of the information.

#### REFERENCES

We have given no other references other than those in the footnotes, as the only authorities with sufficient detail are the postal acts themselves as quoted in the *Congressional Globe* and the *P. L. & R.* and *P. O. Departmental bulletins*, together with the "Instructions" and discussions given in those publications.

## GOOD REFERENCES (postpaid)

- 1) Appleton's *Cyclopedia of American Biography*: 6 Vols, ca. 1890  
Bindings broken but text fresh, per usual. .... \$75.00
- 2) *Dictionary of Congress: 1866*, 600 pp. Biographies of all  
congressmen up to that time. .... \$27.50
- 3) *American Almanac*: 300-350 pp. Vast compendium of U. S. politics and  
economics (including the Post Office). 1832, 47, 48, 55. .... each \$25.00

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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**25-CENT RATE TO ARGENTINA, 1867-1869**

**CHARLES J. STARNES**

Illustrated as figure 1 is a cover from the Raymond Vogel collection, showing a 10c 1869 stamp and a 15c Lincoln grill (#98), paying the 25c rate via American and French packet to Argentina. This rate applied for letters weighing between  $\frac{1}{4}$  and  $\frac{1}{2}$  ounce, and was in effect from August 1867 through December 1869.<sup>1</sup> Carriage was by a steamer of the New York and Brazil Mail Steamship Company, which made monthly sailings from New York to Rio de Janeiro (via St. Thomas) from January 1866 through September 1875, under a substantial annual subsidy from the U.S. government.<sup>2</sup> Such mail was collected by the French consul at Rio de Janeiro, thence carried to Buenos Aires (and Montevideo) by French packet. Through September 1869 the packet service was the French Ligne K; thereafter it was Ligne J.<sup>3</sup> Through the end of 1869, the U.S. credited France, for its transit beyond Rio, with  $7\frac{1}{2}$ c per quarter ounce. Dr. Hargest has discussed these rates, routes and credits in the *Chronicle*<sup>4</sup>, and a subsequent article gave additional information.<sup>5</sup> Covers showing single and triple rates were illustrated, and a double-rate cover described.

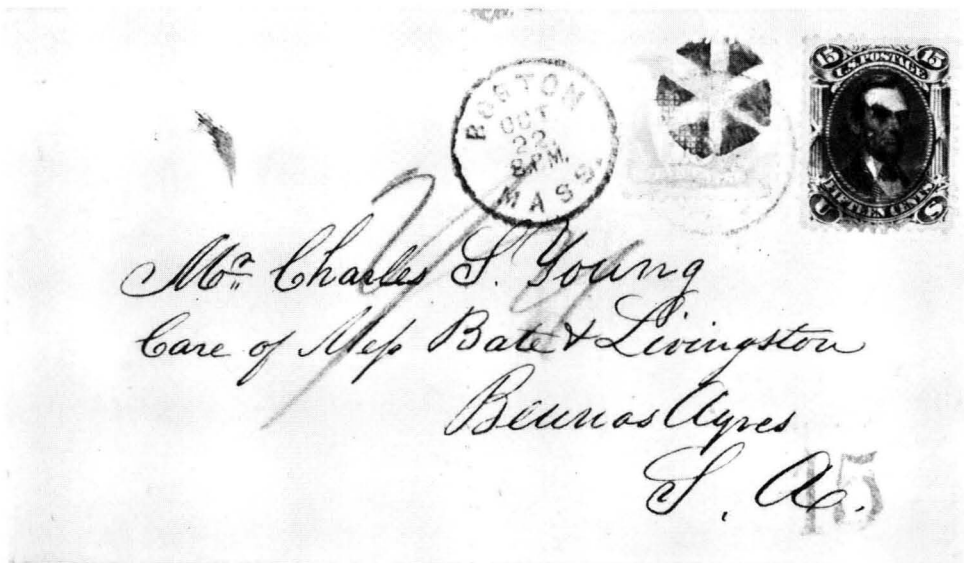


Figure 1. October 22, 1869—10c 1869 and 15c Lincoln, in a scarce showing of the 25c rate to Argentina. Not too many covers are known with this combination of stamps.

The cover shown in figure 1 bears a Boston circular date stamp showing October 22 [1869]. A second strike, very faint, ties the 10c 1869. Two strikes of the Boston six-wedge killer (Blake-Davis #1301), barely tie both stamps. This cover probably made the October 23 departure<sup>6</sup> from New York. If it did, it connected at Rio with the second trip of the Ligne J steamer to Buenos Aires. The cover was properly credited, at New York, with the bold red "15" at lower right, the 15 being twice  $7\frac{1}{2}$ c, indicating the cover weighed over  $\frac{1}{4}$  ounce and under  $\frac{1}{2}$  ounce. The cover bears blue crayon markings of a different type from the other covers noted. The appearance of more covers from this unusual route might help us decipher them.

## FOOTNOTES

<sup>1</sup> The rate chart in the January 1870 issue of *United States Mail & Post Office Assistant*, recently discovered, shows that the new rate of 18c per half ounce went into effect that month. The date of the rate-change was presumably January 1, 1870, when all direct postal relations with France ceased, and the one-fourth ounce French rates were stricken from the chart.

<sup>2</sup> John H. Morrison, *History of American Steam Navigation*, Daye Press, New York, 1958, page 482.

<sup>3</sup> Raymond Salles, *La Poste Maritime Française*, Volume III, Paris, 1963, pages 32 *et. seq.*, 51 *et. seq.*

<sup>4</sup> *Chronicle* 80, page 239.

<sup>5</sup> *Chronicle* 82, page 120.

<sup>6</sup> *USM&POA* gives a departure date of October 21, but this is most likely a misprint, since all the other departures of the Brazilian line, during this period, were on the 23rd of the month.

## REPRINT OF "U.S. MAIL & P.O. ASSISTANT"

In *Chronicle* 83 we announced the discovery of a long run of *United States Mail & Post Office Assistant*, a virtually unobtainable reference source of great interest and value to collectors of classic U.S. covers, and to U.S. postal historians. We can now report that the Collectors Club of Chicago will publish a reprint of the entire run of this monthly magazine; or, at least, of all the issues that can be put together in one place.

Most likely, the reprint will be done via offset printing, photographing directly from the original material. This will be no problem for the first 12 volumes of *USM&POA*,—576 pages, from the fall of 1860 through the fall of 1872. This is the material recently discovered. However, for the remaining four volumes (late 1872 through 1876), the original material in some cases has not been found, and in other cases is too fragile or fragmented to withstand photography.

While the format has not been specifically settled upon, it is certain that the reprint volumes will be large, thick and expensive. The hope is to do a run of 250 or so, bound in three volumes, to sell for under \$100 per set. The high price is dictated by the unusual nature of the original material, which is newspaper sized, comprised of columns of small type which would be illegible if substantially reduced. One of the most valuable features of the periodical is the monthly rate chart, showing postal charges, by various routes and services, to every foreign nation. This too defies reduction. Ditto the monthly charts of steamship sailings, the lists of post office openings and closings, and most of the other information. In order to be readable, the reprint will have to be done lifesized, or very close to it. The large page format plus the unusual thickness (600 to 750 pages) create printing problems that cannot be resolved cheaply.

Those who pale at the thought of paying \$100 or so for a single reference work ought first to consider what it comprises. The brief description in *Chronicle* 83 could not possibly do justice to this mammoth and unique reference. The first 12 volumes alone, covering the 1860-1872 period, contain an estimated 6,000,000 words. Some of this material is not specifically relevant to U.S. classics collectors in the 1970s. But the rest is a gold mine, an absolute must for serious students and collectors. Those who are familiar with *USM&POA* don't have to be told this; those who are not must take it on faith, or try to locate a sample and see for themselves.

*In toto*, the reprint won't be bedtime reading. Think of it rather as a dictionary or an encyclopedia, to which you would refer, from time to time, to answer a specific question. (Of course, there is also a lunatic minority—your editor included—who can't wait to read the entire work, from cover to cover, all 6,000,000 words).

**Late flash:** This paragraph is written long after those above. On October 10, the Collectors Club of Chicago decided to go ahead immediately with a reprint of the first 12 volumes of *U. S. Mail*, comprising all the months between October 1860 and September 1872, in two very large volumes. These will be done in a maximum of 350 numbered sets. Advance orders are now being accepted, at a pre-publication price of \$100 per two-volume set. Within 24 hours after the decision to do this reprint, 94 sets had been purchased. The reprint

will appear sometime during 1975. Those interested in obtaining it should send \$100 immediately to the Collectors Club of Chicago, 1029 North Dearborn, Chicago, Ill. 60611.

### LARGEST 12c 1869 BLOCK

Through the courtesy of Brad A. Beard of Houston (RA #1002) we illustrate as figure 2 the largest multiple, known to your period editor, of the 12c 1869 stamp. This is an unused block of nine, with original gum, hinged and reinforced. As with the 10c block of 15 illustrated in *Chronicle* 81, the centering leaves room for improvement. Still, it is the largest multiple reported to date. Brookman's remarks about the largest multiple being a block of six (volume 2 in the three-volume series, page 170) should be updated. The block shown in figure 2 was last sold as lot 273 in Siegel sale #202, August 27, 1957.



Figure 2. Largest known multiple of the 12c 1869 stamp.

### SHANGHAI CONSULAR COVERS (CONCLUDED)

A lengthy article in *Chronicle* 80 included a list of 20 covers bearing the U.S. 10c 1869 stamp from the Shanghai consular post office. The purpose was to arrange such covers chronologically, so that collectors could year-date other Shanghai covers from this period, using the Shanghai consular date-stamp and the San Francisco receiving mark that most such covers bear. As a happy result of this article, many more covers have surfaced, allowing us to fill in data for more of the missing months, and to extend considerably the period during which the 10c 1869 is known to have been used at Shanghai. To those who sent in

information, many thanks. Projects such as this can never prosper unless many different collectors contribute. Ultimately, it seems likely that all the blanks will be filled in, giving us a full picture—at least for the 1869 period—of when individual mails were made up and cancelled at Shanghai (this was first monthly and then twice monthly) and when they were received at San Francisco.

An error has turned up in the original chart, which appeared on page 218 of *Chronicle* 80. The entry for October 14, 1871 should read October 12, 1871; and the Shanghai date for this cover should read OCT 12, not OCT 14. This error resulted from misreading a lightly struck marking. My apologies. Fortunately, another cover (#8 below), clearly October 12, showed up to prove the error.



Figure 3. November, 1869—Earliest recorded use of the 10c 1869 stamp from the Shanghai consular post office. The killer is a type not previously seen on a 10c 1869 cover.

To update the record, the new covers are listed herewith, in chronological order:

1. November 2<sup>d</sup>, 1869—horizontal pair of 10c 1869 on double-rate folded letter from Shanghai to New York City. This cover, shown as figure 3, was listed with question marks (representing incomplete information) in *Chronicle* 80. The letter within is datelined “Shanghae, Novemb 19, 1869” and a docketing note shows it was received in New York “Jan 3.” Unfortunately, the second numeral in the consular date stamp is unclear, and the cover does not bear a San Francisco receiving stamp. Nonetheless, it can be reasonably deduced that the cover crossed the Pacific on the PMSS *China*, which left Yokohama December 2, 1869 and reached San Francisco December 25. The San Francisco receiving stamp, if there were one, would probably read “DEC 26.” This is by almost four months the earliest cover seen bearing 10c 1869 stamps from China, and your editor is indebted to Ryo Ishikawa for providing it. The killer is a circle of four wedges, a type not seen on any of the other covers in this study. One strike of the killer ties, another does not. This killer has been noted on covers from Shanghai bearing the 10c green Washington stamp of the previous issue, further indication of the cover’s early use. It suggests that the four-wedge killer was retired (or transformed) sometime during the winter of 1869-1870. After March 1870, six- and eight-wedge killers are seen, types of which were shown in *Chronicles* 80 and 81.

2. March 13, 1870—10c 1869 on cover from Shanghai to Virginia, forwarded from Bedford County to Appomattox Court House. This cover is assigned a



date of March 13, 1870, using the methodology described in *Chronicle* 80. The Shanghai consular shows MAR 13, the San Francisco receiving mark APR 14.

3. May ??, 1870—three 10c 1869 on cover from Shanghai to Virginia, consular date unknown, San Francisco date JUN 15. A triple-rate cover.

4. July 12, 1870—10c 1869 on cover from Shanghai to Longmeadow, Mass. Consular date JUL 12, San Francisco date (on reverse) AUG 13.

5. October 13, 1870—10c on cover from Shanghai to Tuthill, Ulster County, New York. Consular date OCT 13, San Francisco NOV 18.

6. Another cover, same dates, from Shanghai to Canton, Lawrence County, New York.

7. May 12, 1871—horizontal pair showing part imprint at bottom, double-rate cover from Shanghai to “Tuthill Town, Ulster, N.Y., U.S.A.” Shanghai MAY 12, San Francisco JUN 13.

8. October 12, 1871—10c 1869 on cover from Shanghai to Jefferson, Iowa. This is another cover from the Robinson correspondence. Docketing confirms assigned date. Consular date OCT 12, San Francisco date NOV 16.

9. October 24, 1871—10c 1869 on cover from Shanghai to New York City. Consular date reads OCT 24, San Francisco date not known. The year assignment here is deduced. The dates don't work for 1870, and 1872 would be very late.

10. August 12, 187?—10c 1869 on cover from Shanghai to Harrisburg, Lewis County, New York. The consular date stamp here reads AUG 12, the San Francisco receiving mark SEPT 13. Alas, the San Francisco date works equally well for two or even three possible years. The steamer *America* reached San Francisco September 12, 1870; the *China* arrived September 12, 1871; and the *Great Republic* reached there September 12, 1872. The year 1869 is impossible, and 1872 is probably too late, but both 1870 and 1871 work very well. So we still need more covers—hopefully with internal evidence or docketing—before we can sort out the August dates.

11. ?-?-18??—10c 1869 from the U.S. Consulate at Foochow, via Shanghai to Cheyenne, Wyoming Territory. The dates aren't known here, the cover is defective, and your editor hasn't personally examined it. Still, it sounds most interesting—from a rare origin to an unusual territorial destination.

To summarize the significance of this study: We now know that the 10c 1869 stamp was used at the Shanghai consular post office at least between November 1869 and October 1871. This is a period of 23 months, twice as long as the stamps were current in the U.S., which might explain why these covers are relatively common. For the 23 months in question, dateable covers have yet to be seen for December 1869; for January, February, April and August of 1870; and for January, February, August and September of 1871. Covers from the regular monthly mails during this period were usually (but not always) stamped at Shanghai on the 11th, 12th, 13th or 14th.

Given the good information we now have about Pacific mail crossings, and given the apparent abundance of covers, especially after 1870, it ought to be possible to sort out the specific dates for all the different government-contract mails that passed between Shanghai and San Francisco, from the opening of the Shanghai consular post office (during the summer of 1867) right up through U.P.U. If any society member wants to take on this task, I would be happy to share the information I have.

## 1869 NOTES

● *Mixed franking*: Your period editor defines a mixed-franking cover as any cover that used the stamps of more than one nation to bring it to its destination. A number of mixed-franking covers exist, showing one or more stamps of the 1869 series. In recent years, your editor has recorded 1869 covers showing stamps of France, Great Britain, Hawaii, Peru, Turkey and Wurttemberg. He would like to compile a photographic listing of all such covers, in hopes of doing a write-up for these pages. Help from other collectors will be appreciated. Indeed, it will be essential.

## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

### THE NEW YORK POST OFFICE

Just how New York City's Main Post Office functioned during the Bank Note years (1870-1888) has always been something of a mystery to philatelists. Few official records have survived, leaving great gaps in our knowledge of the operation. Collectors, particularly of New York Foreign Mail Cancellations from the period 1870-1876, have had little light on the foreign mail routines beyond what could be deduced from the covers themselves.

Now a young Washington collector, Route Agent Jeremy Wilson, through digging into the archives and old newspaper files has uncovered information not previously available. His find still leaves much to be surmised, but it fills some major gaps in the story of postal history. Wilson is optimistic that further research will be even more productive, and he intends to keep digging. It's great to welcome young, intelligent and ambitious collectors to the ranks of philately. Like a Breath of Spring!

The New York Post Office is outstandingly important in postal history. By reason of the city's population, commercial-financial concentration, and seaport location, a major share of the United States mails passed through that office. During three decades (1844-1875) of rapidly growing mail volume, this postal torrent had to flow through an antiquated church structure which had been somewhat renovated and remodeled to function as the Main Post Office of the nation's metropolis. (Figure 1).



Figure 1. North interior view of the Post Office after it was established in 1844 in the old Middle Dutch church building on the east side of Nassau street between Liberty and Cedar streets.

The old Middle Dutch Church stood on Nassau street between Liberty and Cedar, conveniently central to the downtown congestion of banks, import-export firms, and assorted other large scale businesses. The building was never a really efficient postal facility, however. Patrons continually complained and

agitated for a new building adequate to the work load. But by throwing massive manpower into the fray—a strategy that the Postal Service a full century later still relies upon—the old Post Office somehow kept the volume of domestic and foreign mails moving for 31 years.

At long last, in mid-1875 a new five-story post office building was completed (after five and one-half years) at the south end of the City Hall Park. (Figure 2). Whether by design or accident, the move to the new structure closely coincided with two other dates that are important to collectors of Bank Note Issues. On July 1, 1875 the 5c rate to numerous countries in the Universal Postal Union became effective. Ten days earlier the 5c blue Taylor stamp (Scott 179) had been issued to serve the new international rate. The U.P.U. and 5c postage brought a decline in the use of fancy Foreign Mail cancellations, and widespread adoption of standardized domestic cancellations soon followed.



Figure 2. New New York Post Office completed 1875 located at south end of City Hall Park.

Jeremy Wilson's interesting finds consist of feature stories in two issues of the *New York Times*. The first, dealing with operations in the Middle Dutch Church post office, appeared on February 2, 1874. The second, on August 28, 1875 and presumably by the same anonymous journalist, gave some details of certain operations in the new Post Office.

Inexperienced in the essentials of mail handling, the reporter frequently was more impressed with minutiae than with matters significant to postal historians. Also, his writing leaned to the florid style then prevalent. In the interests of brevity and simplicity, these excerpts have been substantially reduced in detail, omitting a good many rotund adjectives and high-flown figures of speech. All of the philatelically relevant material has been scrupulously preserved.

New York Times  
February 2, 1874

That part of the city south of Fulton street and east of Broadway is the great financial center of the country. But at night the only building thereabouts that gives outside evidence of life within is the Post Office, which since 1844 has carried on its business in the ancient structure that previously was the old North Dutch Church. For too many years this has been a Post Office of which this community has been ashamed. The city is looking forward to the time, less than 18 months in future, when new quarters will be provided in the splendid building now nearing completion in City Hall Park. There the post office staff will have room to work efficiently and in comfort.

No longer will their health be endangered by the short-comings of the present ill-ventilated, worm-eaten, and dilapidated old structure which has so long been a reproach to the city.

Unlike the other buildings in its neighborhood, the Post Office is a beehive of activity throughout the night. Its dingy, vault-like interior is alight with thousands of gas jets, and hundreds of men are busy at work. Here they are hauling in mail bags on hand trucks and emptying them in different parts of the office. There they are flinging paper packets through the air. Yonder they bend over tables shuffling, stamping, and packing together great heaps of letters spread out before them. In the midst of all this bustle there is no hum of voices. To prevent mistakes, the workers' attention must be exclusively fixed upon the work.

The New York Post Office is one of the great distributing offices in the country. Its employes have to handle not only the mail intended for this city but also an immense amount of matter in transit from Europe and other parts of America for distribution elsewhere. The excellent order reigning and the reliable, rapid dispatch are a measure of the efficiency attained in this office despite limited space and inadequate facilities. It is the result of years of experience, and has been improved in no small degree by Postmaster James.

In the main room on the first floor of the building are five large tables. On one, called the Jug, the bulk of newspaper matter is received and emptied. The other four tables are marked respectively North, South, East, and West. The newspapers, pamphlets, circulars, etc., after passing across the Jug are sorted and distributed at these four tables into the mail bags for delivery at various cities, towns, and post offices in the four grand divisions of the country. All matter intended for New York City is carried to the Box and City Delivery departments, and the City Newspaper room on the same floor. All letters intended for out of town post offices are carried upstairs to be properly sorted and prepared for remailing.

A record is kept of every bag brought in or out of the office. Bags containing letters are carried to a zinc covered platform at one end of the room on the first floor, are emptied thereon, and well shaken. The letters are then put into a basket and carried to the different departments for further operations. One has but a feeble conception of the many times the newspaper or letter is handled before it reaches the addressee. It is hard physical labor to incessantly rake together, pick out, and fling the small paper packages right and left, fore and aft, or pile them into the pigeon holes from which they must again be taken out, tied up, and labeled for the mail bags.

The men employed at the tables in the newspaper and circular room have ranged before them a large number of mail bags kept open mouthed by means of wooden frames on which the name of the destination post office is labeled. The men throw the packets into the appropriate bags with invariable accuracy, acquiring this peculiar knack by practice.

In the department where letters are received and distributed for City Delivery or remailing, they are first spread out in long rows upon tables and carefully sorted. Letters for the through mails and those for way stations on various railroads are separated and distributed to the appropriate tables: North, South, East, West, and Railroad. At these five tables other clerks re-sort the letters, bundle and label them for the proper mail bags. Each of several veteran employes are said to carry more than 34,000 post offices in their heads.

Letters to New York City addresses are sent to the Box and City Delivery department for further sorting. They go to the various post office stations in the City, to carriers for their respective routes, to patrons' post office boxes, or to the alphabetically arranged pigeonholes behind the general delivery windows. As the letters are sorted over they are stamped in ink with the well known post office marks. Fresh relays of men day and night carry on the never-ending work.

Post Office employes continually need to decipher almost illegible addresses, most frequently in sorting the foreign mails. Addresses of several letters picked at random out of a heap were quite legible to your reporter. Others seemed practically unintelligible. A few looked hopeless. But postal officials assert that there is always somebody who proves able to read anything that comes along. Most of the clerks, they say, are experts in unraveling these riddles.

A considerable proportion of the letters received from foreign countries contain gloves, handkerchiefs, and other small articles. Sometimes even diamonds are smuggled through in this manner. Such letters and packets are not subjected to close scrutiny in the Post Office, as it is difficult to determine whether their contents are dutiable without breaking open the envelopes, which would violate regulations. Washington, however, is pondering some system of effective espionage to stop this leakage of customs revenue.

In the Registry Department so many safeguards are thrown around the letters that it seems almost impossible that any of them could go astray, or their contents be stolen without detection. A considerable work force is employed in auditing, checking, and recording each letter in large blank books. The system insures that if a registered letter should be lost, stolen, or tampered with, the post office responsible would promptly be disclosed and the guilty person discovered. Up to January 29 of this year, 34,000 registered letters for City Delivery and 20,350 for out of town offices were received in the New York Post Office.



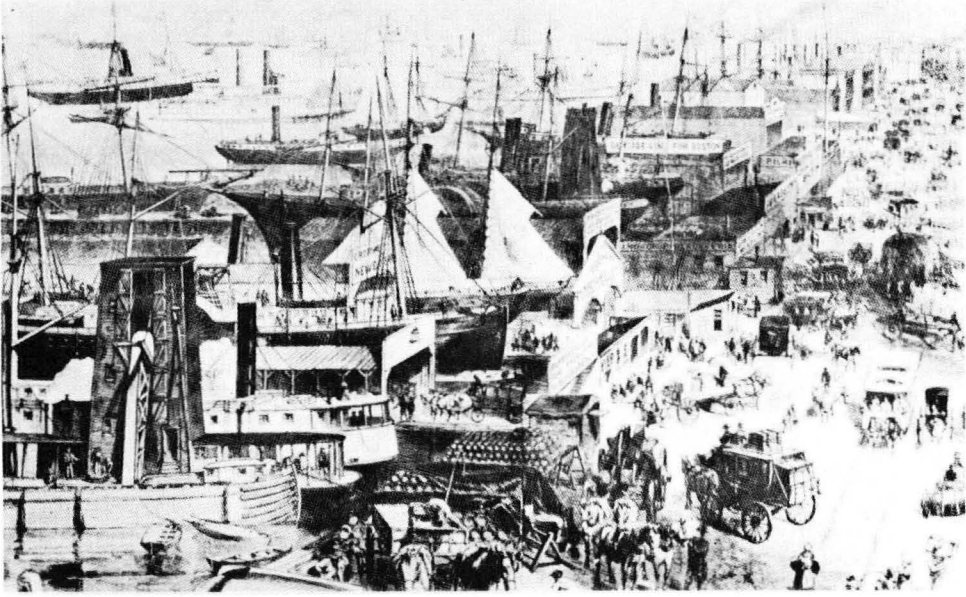


Figure 3. "Along the Docks, New York City," as drawn by A. R. Waud and published in "Harper's Weekly" for September 4, 1869.

Next door to the Registry Department is the room where stamped envelopes are stored. Huge piles of boxes fill its tables and shelves. There must be many thousand dollars worth kept constantly on hand.

In the Foreign Mail Department on the night of the writer's visit there was more than usual activity, since several steamers had arrived with letters from other quarters of the globe. [An artist's sketch of the docks of New York in 1869 is illustrated as Figure 3.] A man with a mania for stamp collecting, if accorded the privilege of tearing them off the letters in this department, would be rendered superlatively happy. [Editor's note: He should be ashamed to ruin those covers!] On almost any day or night he would obtain specimens of stamps from every civilized country in the world. Many of the foreign letters received from the incoming mail bags had had the postage only part paid. The amount due on such a letter is stamped upon the envelope for collection when delivered, and whatever part of the sum so collected is due to foreign countries is paid to those countries by the United States.

The City Newspaper room is where the exchanges of various metropolitan newspapers and periodicals are deposited in pigeon holes for delivery. Great care is exercised that the newspapers shall be promptly supplied with their exchanges and mail, and that morning newspapers mailed to out of town subscribers shall be sent away as soon as possible.

One room in the Post Office is used for a sleeping compartment. There postal car agents who make up or distribute mails at way stations on the trunk lines sleep. These officials are constantly going and coming. They lead a life which is fatiguing and full of excitement.

The reporter who covered the opening of the New York Main Post Office, probably the same man who wrote the feature story about the old Post Office, concentrated more on the gilded-age grandeur of the structure than its improved facilities for handling mail. He did, however, provide some interesting details on three specific postal operations: Mail brought to the Post Office by the public; Mail closings in the Foreign Mail Department; and, Sale of foreign postage stamps at a window in the Foreign Mail Department. Your editors' comments on this last topic follow the excerpt from the *Times*.

New York Times  
August 28, 1875

Mail brought to the Post Office for dispatch is received along a corridor through drops into which the public deposits outgoing letters. There is a drop for each state in the Union, and beneath each is a drop for the principal city in that state. Below both of these again is a slide into which will be inserted a card containing an announcement of the time at which each mail closes.



Assuming that letters are thus separated by the public and put into the proper drops, they are then carried to the postmarking tables which run parallel. Here they are stamped from a revolving pad and are run into grooves on the postmarking table which correspond with the grooves from which they are taken. They are then made up in packages.

In Foreign Mail Department there is a drop for each country. As the letters come in they are received on a flat counter in which are doors or traps. When the mail closes, the traps are opened and the letters fall through into a basket where they remain until the next mail. A special staff of clerks is retained in this service. [Examples of letters that passed through the New York Post Office's Foreign Mail Department to destinations abroad are illustrated as Figures 4 and 5.]

At one window in the Foreign Mail Department people can purchase foreign postage stamps to affix on letters leaving New York City for such foreign countries.



Figure 4. NYFM Cancellation A17. To London by Steamer "City of Richmond."

One student of Bank Note Issues surmises that the use of these foreign stamps by mailers in New York was to insure delivery and obviate the higher cost of postage due that might be assessed to addressee in those countries not yet members of the Universal Postal Union.

Your editors cannot accept this explanation on present available evidence. In their years of studying New York Foreign Mail (NYFM) cancellations, they have never seen a NYFM cover that gave evidence of such use of foreign postage stamps.

It would indeed seem logical to affix uncancelled foreign stamps in New York, according to the hypothesis outlined above, for cancellation by the country of destination before delivery to the addressee. If such practice ever prevailed, then surely some covers still exist to attest to the usage. If the New York Post Office maintained a stock of foreign postage for sale to mailers at a public window, there must have been a considerable demand to justify this service—and a considerable number of the resultant covers would be in collectors' hands.

New York Foreign Mail covers with combinations of foreign stamps and United States stamps are rare, but they do exist. All examples that your editors have seen, however, represent one or the other of two quite different uses. Most frequently encountered, but still very scarce, are NYFM covers forwarded from one foreign country to another, typically addressed to a traveler. Some European banking offices seem to have applied appropriate foreign stamps before forwarding letters to those of their peripatetic customers who used their overseas offices as mailing addresses.

Much rarer are NYFM covers of the other mixed franking type. Such a cover originated in a foreign country, typically one of the West Indies or other

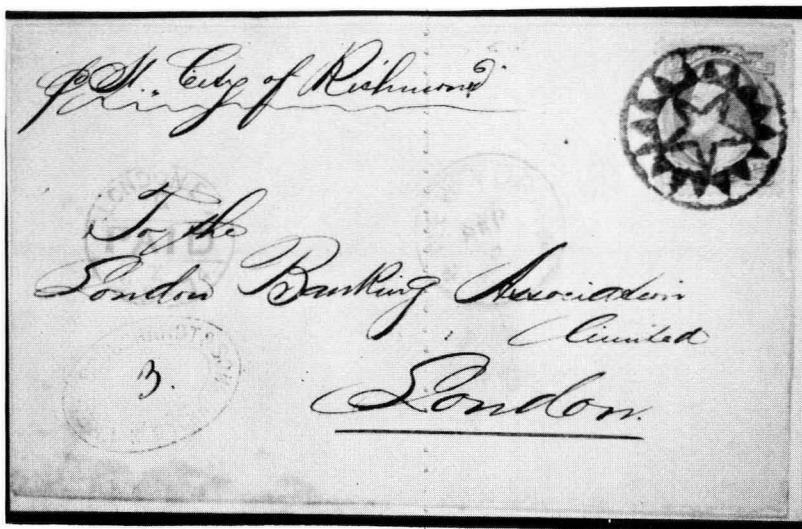


Figure 5. NYFM Cancellation A22. To Germany by Steamer "America" via England.

nations off the beaten path of regular mail service to Europe, and was addressed to another foreign country and routed via New York. The mailer paid his own nation's postage to New York and additionally affixed United States postage to pay the rate from New York to the country of final destination. In such cases the United States stamps were cancelled in New York with a NYFM cancellation. Occasionally the United States stamps were cancelled in error by the originating country when cancelling its own stamps; the New York Foreign Mail Department apparently accepted such accidentally cancelled stamps as still valid for paying the United States postage to the final destination. Also occasionally the already cancelled stamps of the originating country were cancelled again with NYFM cancellation. (See Figure 6.) Business firms and United States consulates in certain areas, notably such "crossroads" ports as St. Thomas in the Virgin Islands, often kept United States stamps on hand for use on their own mail or for the accommodation of their customers and constituents.

Information from readers having NYFM covers showing mixed franking will be greatly appreciated by your editors, especially if accompanied by clear Xerox or photocopies showing all postal markings as well as the stamps and addresses.

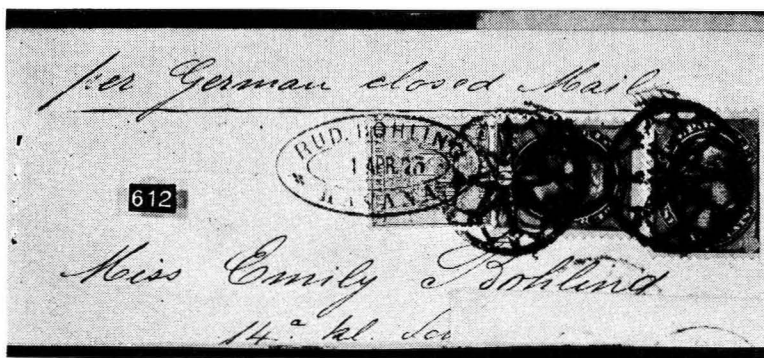


Figure 6. NYFM A16 cancelling Cuban as well as United States stamps.

**GIFT PROBLEM? SEE PAGE 200**

## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### (a) Route Agents of the Confederacy

In the 1959 *Dietz Confederate States Catalog and Handbook* it is stated "Confederate railroad postmarks fall into two general classifications. They are those on covers mailed at the various railroad stations, and those which chiefly served as identification markings on covers bearing other postmarks or cancellations. All are scarce and particularly so when used to cancel stamps on a cover rather than merely a postmark."

The longer the reader considers this statement the more confusing it becomes. In one interpretation it could be construed as saying that the only railroad markings of the Confederacy were station markings and corner cards. This interpretation is largely borne out by the evidence to date as all such markings so far cataloged for the *Towle & Meyer Catalog* are station markings such as infrequently found for Virginia Central R.R. (Afton, Bumpass, Cobham, Fishersville, *Junction*, *Pond Gap*), the Virginia & Tennessee R.R. (Bristol) and the Nashville & Chattanooga R.R. (*Anderson*, *Estell Springs*, *Smyrna*, *Wartrace*). Even the italicized stations have not been reported for cataloging but they do exist.

On page 116 of the *Towle & Meyer Catalog* it was noted "although the Confederate Post Office Dept. is known to have employed route agents, it is not known that these agents were authorized to receive, sort and cancel mail en route. Some route agent markings of the Confederate period are listed in *Dietz Catalog* but to date no satisfactorily authenticated examples have been seen by the authors of this work. A few station markings have been recorded with both Confederate and U.S. period usage. Notes will be found after certain routes requesting collectors to submit markings for recording and the authors hope to have the collaboration of collectors owning them."

As a matter of interest those routes suspected of having possible route agent markings applied on train are:

Route 303: Virginia Central R.R., Large Circle. (Possible Remele V3a, V3b).

Route 311: So. Side Va. R.R., Large Circle. (Possible Remele S6c).

Route 322: North Carolina R.R., Large Circle. (Possible Remele N16c).

Route 337: Greenville & Columbia R.R., Large Circle. (Possible Remele G3a).

Route 401: Ala. & Ten. River R.R., Large Circle. (Possible Remele A1a, A1b).

After six years not one single example of a Confederate route agent marking has been reported or mentioned to your Editor.

It may be of interest to outline the basis for the statement that there were Confederate route agents. Postmaster General Reagan's report to President Davis, Nov. 7, 1864, states on page 8: "Increase of compensation to Route Agents . . . The route agents of this Department are now allowed a compensation of \$1800 per annum. Good business qualifications are essential to the efficient and proper discharge of their duties and no class of officers under the government is taxed with more unremitting and laborious duties. Their compensation is inadequate; and I respectfully recommend that their salaries be increased to such sum as shall be authorized by the Postmaster General, not exceeding \$3,000 per annum."

Page 15 of the same report lists receipts and expenditures for the 3rd and 4th quarters of 1863 and 1st quarter of 1864. The amount paid route agents is \$75,548.77. From this amount Henry Meyer deduced that there must have been approximately 55 route agents at the time. In contrast, although not exactly comparable, on Sept. 30, 1859 under U.S.P.O.D. there were 113 route agents divided as follows: Virginia (incl. West Virginia) 32, North Carolina 11, South Carolina 12, Georgia 16, Florida 1, Alabama 6, Mississippi 9, Louisiana 8, Tennessee 17, Arkansas 1, and Texas 0.

The other evidence to support the existence of route agents is found in two letters, both from Appointment Bureau, Post Office Dept., Confederate States of America. The first letter dated Richmond, Va., Dec. 12, 1862, is addressed to Mr. E. McDermead, Route Agent, Richmond, Va.:

"Dear Sir. I find there are no mail keys on hand in the Dept. Col. Bradfield (in charge of the Inspection Office) promises to procure you one as soon as possible and forward. I write this that you may be assured that your commission was duly executed by me, very truly yours, J. E. Griswold."

The second letter which has just come to attention of your Editor is dated Richmond, Va. Dec. 29, 1862, to Solomon Cohen, Esq. P. M. Savannah, Ga.:

"Sir. The Postmaster General having determined to remove the route agents on the Charleston & Savannah Railroad—Messrs. H. G. Duffres and E. P. Moody, you will please give notice of the fact, that applicants for the appointment may forward the necessary recommendations and testimonials of fitness for the consideration of the Department. Very respectfully, B. N. Clements, Chief of the Appt. Bureau."

So although use of route agents by the Confederacy is established the principal question now becomes a matter of why they *apparently* did not sort mail on trains and handstamp letters delivered to them without cancellation. Since this system was employed by the U.S.P.O.D. immediately before secession it could logically be supposed to have carried through as the *modus operandi* of the new service. It has been opined by some that the only route agent markings to be found under Confederacy were applied on mail cars by route agents during the transition period between secession and June 1, 1861, when the Confederate Post Office Dept. took over operations. As soon as they could get organized the first natural bureaucratic act would have been to forthwith remove any route agents left working from previous administration.

One possible theory for failure of route agent markings to have been used is that at commencement of hostilities there was a severe shortage of railway cars to move troops and supplies so that all mail and baggage cars being suitable for such use were probably commandeered by the military. This would leave route agents to shift for themselves in passenger cars or other rejected equipment, which were obviously unsuited for sorting mail en route thereby relegating route agents to more or less the function of a mail route messenger—handling closed pouches solely.

Another possible theory was that due to confused mail conditions, the vast flow of correspondence occasioned by formation of a new government, a shortage of trained agents and needed supplies and hectic railroad operations that orders were issued to forget en route sorting and keep conditions simple by resorting to a closed pouch system with all sorting being done at post offices where conditions were probably closer to normal.

The subject of route agents under the Confederate Post Office Dept., their functions and working methods, is an interesting research topic and to reach firm conclusions considerably more evidence than we now have is requisite. All postal history students should be on the lookout for correspondence, regulations, data, and covers revealing information about route agent operations in this period. We also renew our request for all Confederate period railway marking and postal history collectors to examine their holdings and promptly report any covers appearing to have route agent markings, either handstamped or manuscript, applied on trains or in mail cars in the Confederacy in the 1861-1865 period.

#### **(b) Feature Cover**

A rare and attractive combination of steamboat corner card with both water and rail carriage is illustrated by the cover shown in Figure (f). The photograph is from the files of Henry Meyer and the details on the cover are from Floyd Risvold, expert on waterway usages, as noted in Henry Meyer's usual meticulous research notes.

The *Andy Johnson* was a Mississippi River steamboat on the St. Louis, Mo.—Keokuk, Ia. run. As shown by the enclosure, the letter was written at Keokuk



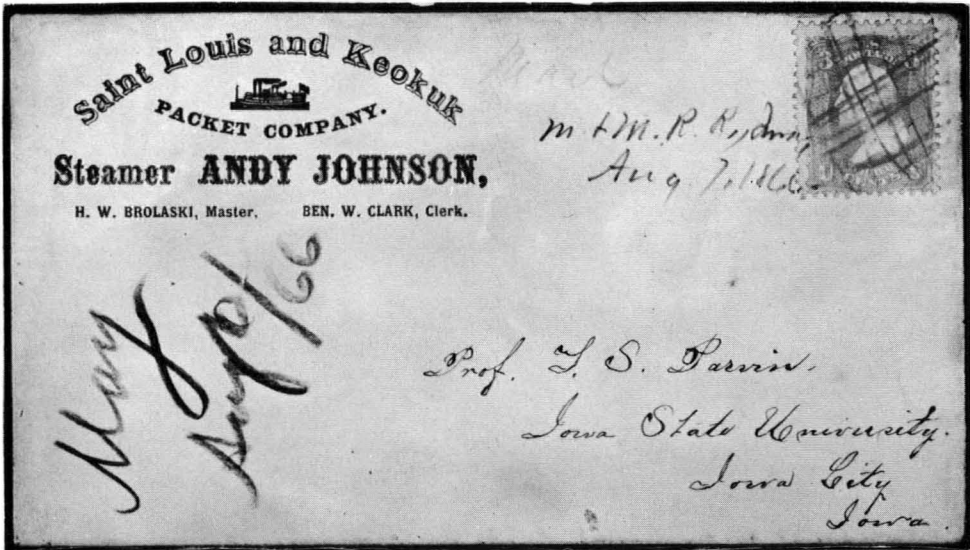


Figure f

Landing, Aug. 5, 1866. From blue crayon notation "Way, Aug. 6, '66," the letter was probably carried by another steamboat from Keokuk to Davenport and placed on Mississippi & Missouri R.R. train by the clerk or carrier. Route agent manuscript marking is M. & M. R. R., Iowa, Aug. 7, 1866. The stamp is cancelled, probably by route agent, with red crayon.

At the time the *Andy Johnson* was a new boat, having been built the same year. The writer of the letter was a friend of the clerk and captain of the boat. Railroad marking not presently cataloged, but will be 702-Q-2. Iowa City is located 55 miles west of Davenport on the M. & M.—shortly to become the main line of the Chicago, Rock Island and Pacific Railway. Note the change in designation of the University—present Iowa State being at Ames and Univ. of Iowa at Iowa City.

**(c) Remele Catalog:**

Through the cooperation of Agents Dr. James Milgram, Henry Wenk, and Harry Yeager we are able to offer the following addenda to Remele period listings:

- (1) B-12-b, 33½ mm., Boston & Maine R.R.  
Black should be added to various strikes reported for this marking in 1851-57 period.
- (2) Housatonic Railroad  
A new variety of the very interesting markings of this small New England railroad is now reported. Marking is in red and of double circle variety but rate shown in the inner circle is "10." Spacing of letters differs from double circle types H-4-c and H-4-d and the single circle, rate 10 type, H-4-f. Pending discovery of a complete strike the marking is tentatively cataloged as H-4-i. An example of this marking was sold in a recent Siegel sale on 1847 5c orange brown, but being on stamp, was incomplete.  
H-4-i, 29½ mm-16½ mm. D. Circle, Red, 1847-51.
- (3) Jeffersonville & Columbus R.R.  
The Remele catalog does not illustrate this rare marking or list particulars. We are fortunate to be able to show a complete tracing for the first time.  
J-1, 32½ mm, black, 1851-57.

**(d) Towle-Meyer catalog:**

With the collaboration of Messrs. Evans, Haas, Kendall, Leet, Fingerhood, Spelman, and Ulrich, and of the Western Postal History Museum, we are pleased to present the following addenda and corrections:



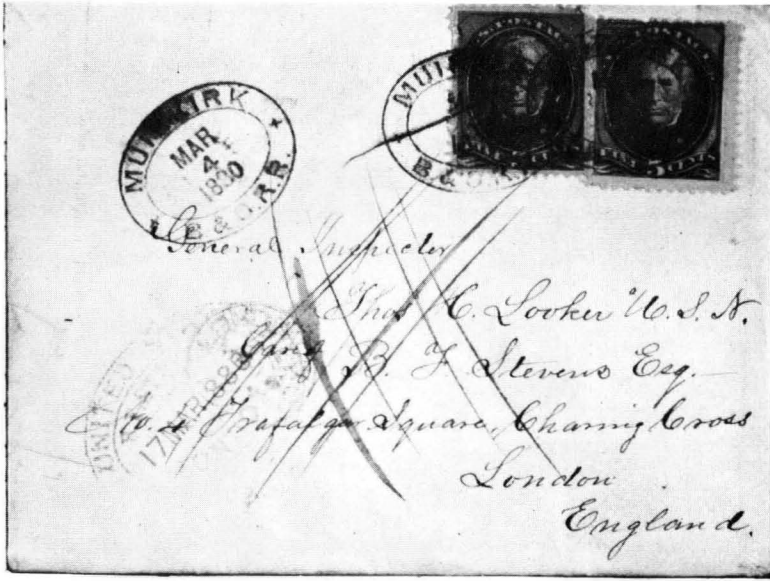


Figure c

- 58-D-1: New killer types—Negative N in circle (Figure a) and negative N in square (Figure b).
- 239-S-3: New year date of use—1880.
- Through the fortunate find of the correspondence of a naval career officer many fine and interesting Banknote period covers have reached the philatelic world. A good number of these covers addressed to Thomas Looker, USN, originated in Muirkirk, Md. and many carry the Muirkirk double oval B. & O. R. R. station marking as only evidence of origin. Illustrated cover (Figure c) is from this find and has three Muirkirk blue strikes, black and red London receiving marks and B.F. Stevens, London, double oval forwarding marking in red. Unfortunately the recipient, we believe, scratched out the address in ink on all the covers in the lot, possibly as evidence that they had been answered.
- 260-C-1: New year date—1883.
- 556-F-2: Correct catalog number to 556-I-1.
- 556-F-3: Correct catalog number to 556-I-2.
- 556-F-4: Correct catalog number to 556-I-3.
- 709-S-4: New year date—1862.
- 759-S-1: New color—dark blue; new date of use—1876.
- 835-C-1: New killer—negative E in black rectangle (Figure d).
- 837-F-2: New killer—black W (Figure e).

#### NEW LISTINGS:

- 114-F-2: 26, black, Banknote, 2.
- 251-B-1: 27, black, WYD 1885, 8, black negative E killer. (Franklin Furnace and Waterloo).
- 380-E-1: 27, black, WYD 1886, 4. (Fernandina and Orlando).
- 532-S-1: rounded box, blue, WYD 1890, partial, 4. (Louisville & Nashville R. R. Brumfield, Ky. on Livingston Branch 17 miles south of Lebanon, Ky.).
- 567-S-4: D. Oval,  $3\frac{1}{2}$ - $2\frac{1}{2}$  x  $2\frac{1}{2}$ - $1\frac{1}{2}$ , blue, WYD 1880, 24. (Columbia Center, Central Ohio Division, Baltimore and Ohio R. R., 16 miles east of Columbus, Ohio).
- 571-S-2: D. Circle, 22-14, blue, WYD 1870, 20. (New Salem, W. Va.-Northern West Virginia Division of Baltimore & Ohio R.R., 36 miles west of Grafton on line to Parkersburg).
- 732-C-1: 24, black, Banknote, 40. (Illinois Farmer's Railroad. This is the second unusual type of route agent marking from this short line railroad opened in 1872 from Jacksonville to Virden, Ill. 31 miles. Chartered originally as Farmer's R.R.).
- 849-C-1: 27, black, WYD 1886, 3. (Ashland and Abbotsford).
- 965-B-1: 27, black, WYD 1885, 35. (Benson & Isaacson, Ariz.). Isaacson was named after a store operated at U.S.-Mexico boundary by Jacob Isaacson. Shortly after completion of New Mexico & Arizona Railway south from Benson to the border, name of settlement was changed to Nogales, Ariz.



H-4-1

PLATE XXXVI



J-1



Fig. a



Fig. b



Fig. d



Fig. e



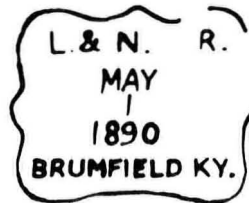
114-F-2



251-B-1



380-E-1



532-S-1



567-S-4



571-S-2



732-C-1



849-C-1



965-B-1

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## GUEST PRIVILEGE

### LETTER CARRIER SERVICE IN NEW YORK

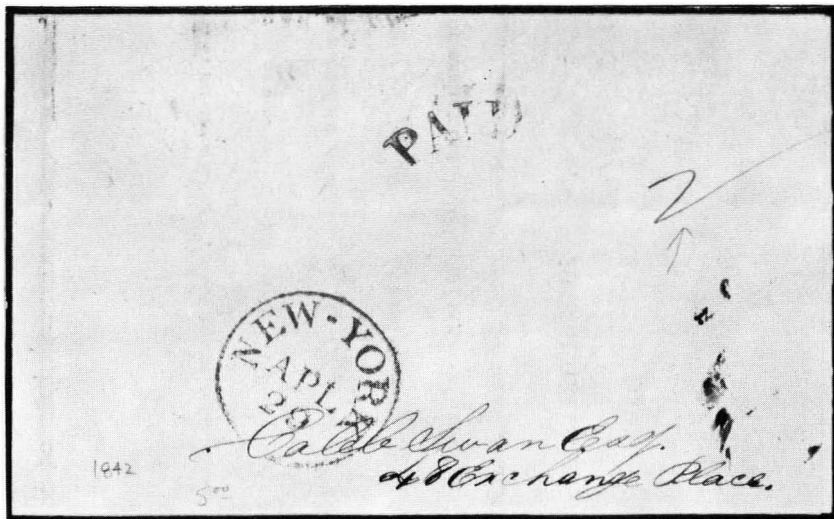
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(Continued from *Chronicle* 83:186)

#### THE REASON FOR THE RISE OF THE LOCALS

Private operation of city posts in the 1840's was a logical consequence of the economic system of the period. A need for better mail handling was growing and the government did not meet it. First, population was booming. I have already noted that in 1830 there was one carrier for every 13,000 people in New York City. According to the "U. S. Specialists Column" of Mr. Barry, previously cited, there were 25 carriers in 1840. I have not been able to verify this and suspect the figure is high. At the opening of the U. S. City Despatch in 1842 there were but eight carriers involved, rising to 17 in 1845. In population, New York City stood at 313,000 in 1840 and the trend was sharply up with 92,000 immigrants arriving in that year alone—many staying in New York. Two years later annual immigration had risen to 110,000. Thus by 1845, the population had soared to 415,000. The 17 carriers reported by Elliott Perry in the *First 100 Years* for the 1844-5 period would have represented one per 25,000 population—about half the needed staff.

The impact of the Panic of 1837—truly the depression of 1837-40—has not yet been discussed in its effect upon the carrier service although the change in post office administration, the fire of 1835, and the problem of allocating the fees from the post office between the postmaster (for boxes) or carriers (for domicile delivery) have been. The depression was a serious one. Banks in New York suspended operations in May 1837 setting off a chain reaction. Specie payments were not resumed until late 1839. Rents in New York City dropped almost 50% between 1835 and 1840. The wholesale price index registered a very sharp drop in 1837 and did not turn back up until 1841-1842. The trough of the depression was in mid-1841. As the economy improved and population continued to boom new demands for service were logical. It is possible that the depression was the key factor in the relatively small impact of the New York Penny Post.



BRANCH POST OFFICE. Letter concerning Sailor's Snug Harbour dated April 29, 1842, with a red 27mm NEW-YORK/APL/29 type 18 and a curved PAID and red pen "2" rate to Mr. Swan of 48 Exchange Place. This is the 2c fee for the Branch Post Office which had just been moved to the rebuilt Merchants' Exchange on November 17, 1841. Had this letter gone through the Rotunda post office the fee would have been 1c.

There almost certainly was some deterioration of service in the 1836-42 period. The report of Barnabas Bates made this clear. Alvin Harlow, in *Old Post Bags*, reports that there were 22 carriers on the streets going as far north as Houston and Fourth streets in the late 1830's, and adds,

But even in the business district there was only one delivery per day and farther out, only three per week.

The initial report of the take over of the City Despatch shows that only eight carriers in eight districts were used in early 1842.

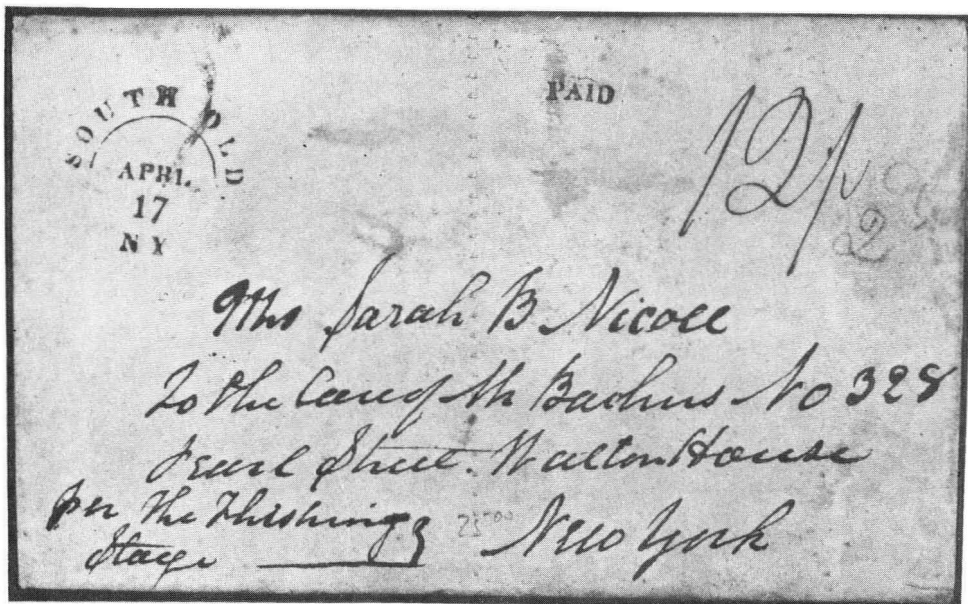
In addition to the number of carriers, the number of stations is an important competitive measure. Both must be related to the geography of the city. Postmaster John Lorimer Graham in 1842 gives the geography:

the limits of this city mail extend from the Battery to Twenty second street, a distance of upwards of three miles, and from the East River to the Hudson, which at some points, are distant from each other two miles and a quarter—comprehending an area, intersected by streets, amounting to 113 miles in extent . . . .

There had been an addition of 16 blocks—from 4th street to 22nd—island wide since the mid-1830's. By 1844, John Boyd's local was advertising service up to 26th street as the city continued to sprawl North at a rapid pace.

The New York Penny Post had had to use 75 stations and twice a day delivery. The service was double that offered by the government's letter carrier operation in the late 1830's on just delivery alone. It was probably double to triple the number of stations operated in the 1833-6 period. At the time of the government purchase of the City Despatch there were 101 stations—not quite one per mile of street to cover. This expanded in a few months to 112 stations and delivery was up to three times daily. John Boyd began his competition with the government with over 200 stations (chiefly in drug stores and hotels). To the extent that the government was not successful in expanding the stations rapidly enough to meet the growth in population or the deliveries to meet the competitive offers, the local private posts had a competitive weapon.

Service can be measured by carriers, collection stations, and frequency of delivery. In all of these the official service had gaps that the private entrepreneurs were quick to exploit. Another supposed advantage was the creation of the adhesive stamp by Mr. Windsor for the City Despatch Post. This supposedly solved the prepayment problem and increased the importance of the collection stations. It is true that the adhesive was an advantage and was used more extensively in the early days by the private operators than by the government. However, its importance has probably been overstated by philatelists.



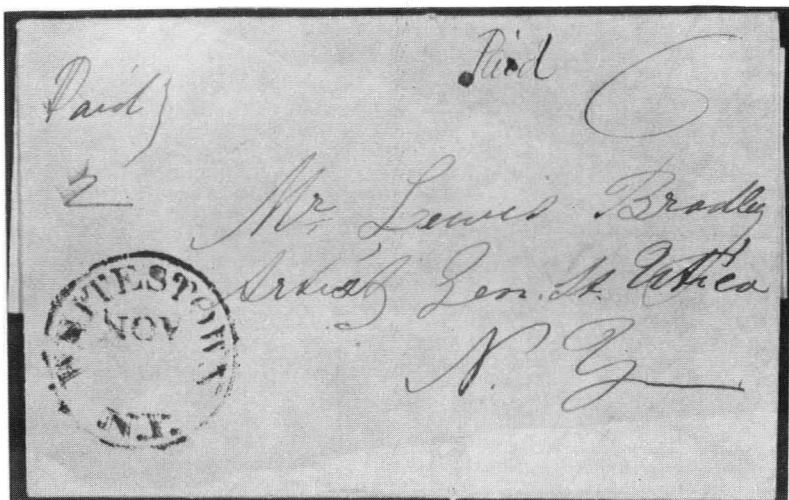
14. CARRIER FEE NOTED ON FACE. Red 25x24mm arc SOUTH OLD/APRIL/17/NY and tiny red PAID on a Shelter Island letter. Mspt. 12½¢ rate, "per the Flushing Stage." 1825 letter with an address to 328 Pearl street, Walton house New York City to be sure it received carrier delivery. A pencil notation of 2c for the carrier fee shows that it did receive that service. This is the earliest letter so far recorded to show the carrier fee. It is the listing item for the arc.

In the 1840's prepayment was the exception not the rule. Up until the 1850 period, we can probably find more local covers without stamps than those with. And, many of those that do bear locals are suspect. The psychological shift from payment upon receipt of a letter to the prepayment of a letter had not been made prior to 1850. The shift involved reflections of status, economic class, etc. Previous to 1840 only people asking favors prepaid. Prepayment implied an inability upon the part of the recipient to afford letters—which were expensive!

Until the change in rates made it economically advantageous to prepay letters in mid-1851, the psychological barrier was important. It is also true that many people probably never had to deal with a stamp in their lives prior to 1851. As can be seen from Appendix II and III, less than 1½% of U. S. postage came from stamped letters in the 1847 through 1851 period. In fact, stamp revenues were usually less than the British remittances on transatlantic mail. Even after the 2c penalty for unpaid letters was instituted on July 1, 1851, we find 34% of all letters were still unpaid in fiscal 1852, while only 33.4% were paid by stamps. The problems of purchasing stamps at this period are covered in *Hunt's Merchants' Magazine* in 1850, which reports:

Stamps could be bought nowhere save at the post office, and were not for sale there at the windows. No clerk can be trusted with the precious charge. You must go





15. UTICA CARRIER. Black 30mm circle WHITESTOWN/NOV./N.Y. circle and manuscript Paid 6 to Mr. Lewis Bradley, Artist. Gen. St., Utica, N. Y. This November 13th letter asking the artist to make a copy of a girl's miniature, at his own price, as she is too haughty to grant this request for a locket, is undated, but the style is known from 1839-1844. It bears two ink manuscript "Paid" markings in different hands and a red manuscript "2", which is a carrier charge. Because it has a street address, the "2" carrier fee is most likely to be a Utica marking rather than a Whitestown one.

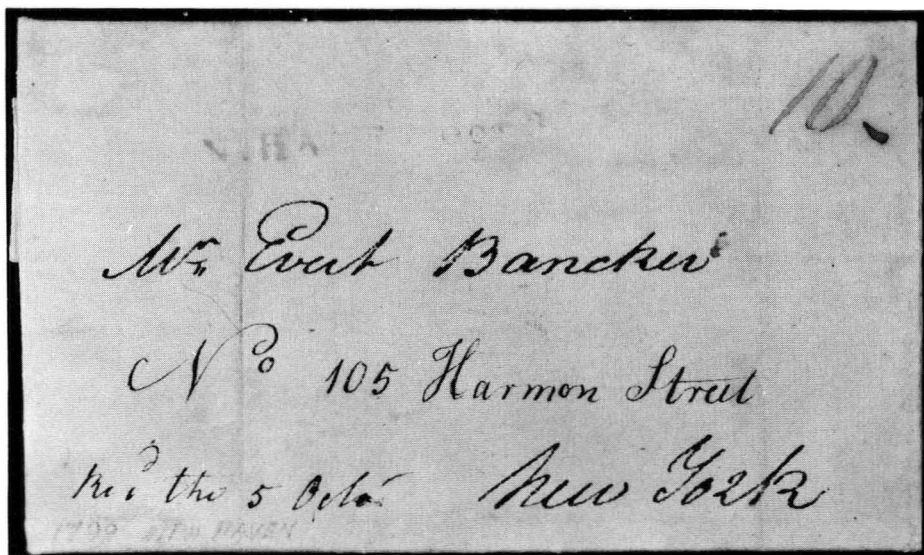
around by a back way, through an obscure door, up a narrow, winding stairway into a lobby having several doors, and when you find the one leading to the cashier's room, you may enter there and be allowed to purchase stamps!

The difficulties were formidable and explain the relative scarcity of the 1847 issue on cover in New York compared with the quantities of the period. It was probably just as difficult to get the U. S. City Despatch stamp in earlier years.

A fifth and final advantage that the private operators had was price. Elliott Perry discourses upon this point exhaustively in *One Hundred Years Ago* and his arguments need not be repeated here save to note that there was a price advantage accruing to the private operations and that it was important. Barnabas Bates in his letter of February 7, 1847 to the Postmaster General makes the point:

A free delivery of letters would increase the revenue by causing the greater portion of the drop letters to be sent through the post-office, instead of the private offices now established in different parts of the city. The only reason why the City Despatch Post failed was, that they charged more than the private penny post offices . . .

The government had gotten out of the City Despatch business about three months earlier.



16. 18TH CENTURY CARRIER DELIVERY—Hartford Sept. 30, 1799 letter from son to his father. Written on way to Brattleborough, Vt., this was carried out of the mail to New Haven where a red 33x4 mm straightline N. HAVEN. Oct. 3 was applied, and a 10c rate. Docketed as received the 5th October, it is clear that this STREET ADDRESS cover was distributed immediately upon receipt in N.Y., rather than held in the post office. Only Mr. West or Mr. Duncan could have delivered it, and as Mr. West lived out on Church it was probably he that carried this cover out past Chatham Square to 105 Harmon St.

**EXPLANATION.**

<b>Me.</b>	for Maine
<b>N. H.</b>	New-Hampshire
<b>Vt.</b>	Vermont
<b>Ms.</b>	Massachusetts
<b>R. I.</b>	Rhode-Island
<b>C.</b>	Connecticut
<b>N. Y.</b>	New-York
<b>N. J.</b>	New-Jersey
<b>P.</b>	Pennsylvania
<b>N. T.</b>	North Western Territory
<b>D.</b>	Delaware
<b>Md.</b>	Maryland
<b>Va.</b>	Virginia
<b>K.</b>	Kentucky
<b>N. C.</b>	North-Carolina
<b>T.</b>	Tennessee
<b>S. C.</b>	South-Carolina
<b>G.</b>	Georgia
<b>Ptk.</b>	Potowmack
<b>C. R.</b>	Cross Roads
<b>c. h.</b>	Court-House

But if carried to any post-office in the State in which it is printed, whatever be the distance the rate is } 1 Cts.

**MAGAZINES and PAMPHLETS** are rated by the sheet.

Carried not over 50 miles, per sheet } 1 Cts.  
Over 50 and not over 100 do. } 1½  
Any greater distance } 2

**OBSERVATIONS.**

When postages are charged too high, such as a single letter charged as double, an abatement of the postage will be made, if the letter or packet is opened in the presence of the Post-Master or his letter-carrier, but not otherwise.

Letters must be delivered at the offices of Boston, New-York, Philadelphia and Baltimore, one hour before the time fixed for the departure of the mail, and at other offices half an hour, or they will lie until the next post.

Letter-carriers are employed at large post-towns, who deliver letters at the residence of individuals; they are entitled to two cents for each letter or packet which they deliver, in addition to the postage. Any person may, however, receive his letters at the post office, on giving the post-master a written direction to that purpose.

Postages of letters or packets may be paid in advance at the office where the letter is entered to be conveyed by post, or they may be sent unpaid at the writer's choice. Postages must always be paid before delivering of the letter.

Post-masters are required to be very cautious in delivering letters, there being in some towns several persons of the same name; the directions should be particular in such cases.

The direction should always mention the State, and generally the county in which the place is situated; for there are places of the same name in several of the States, and in some States places of the same name in different counties. As in Pennsylvania there are three places called Hanover; one in York county where a post-office is kept, one in Dauphin, and the other in Luzerne county.

When a letter is destined to a place where no post-office is kept, the nearest post-office should be mentioned. If the place

**RATES of POSTAGE for Single Letters.**

	Miles.	Cts.
Any distance not exceeding	30	6
Over 30 and not exceeding	60	8
Over 60 do.	100	10
Over 100 do.	150	12½
Over 150 do.	200	15
Over 200 do.	250	17
Over 250 do.	350	20
Over 350 do.	450	22
Over 450		25

**SHIP LETTERS** received by private ships, are rated at 4 cents each, and if they are forwarded by post, with the addition of the ordinary rates of land postage.

Ship Letters passing in packet-boats or vessels provided by the United States, are rated as follow :

Single Letters at:	Cts. 8
Double at	16
Triple, or Packets, at	24

But at present there are no such public packets-boats.

**RATES of POSTAGE of Newspapers.**

Each paper carried not over } 1 Cts. 100 miles }
Over 100 miles } 1½

The 1797 "postage guide" with a list of 504 postoffices and two pages of rates and instructions signed by A. Bradley, Clerk in the GPO, Philadelphia, November 1, 1796 was published in Jedidiah Morse's "American Gazetteer" at Boston. These instructions specifically covered home delivery by letter carriers in major cities. The instructions, illustrated here, are reproduced with the kind permission of the Collector's Club of New York whose rarity collection contains them.

place is not on a post-road, and it is wished that the post-master should forward the letter by private conveyance, that wish should be expressed on the letter, and the postage should be paid at the office where the letter is entered.

When letters are destined for Canada or Nova-Scotia, between which and the United States there is a regular communication by post, the postage must be paid in advance at the office where the letter is entered, so far as Burlington, Vermont, in one instance, and Brewers, Maine, in the other instance.

When letters are sent by post to be conveyed beyond sea, the postage must be paid as far as the post-office where the letters are intended to be shipped. The post-master there will forward such letters by the first conveyance.

The post-office does not insure money or other things sent by post; it is always conveyed at the risk of the person who sends or requires it to be sent.

No stage-owner, or driver, or common carrier may carry letters on a post-road, excepting only such letters as may be for the owner of such conveyance and relating to the same, or to the person to whom any package or bundle in such conveyance is addressed.

When letters are delivered by a post-sider, he is entitled to two cents for each letter, in addition to the postage.

#### FREE LETTERS.

The following persons have a right to frank their own letters, and receive those directed to them free of postage: The President and Vice-President of the

United States, Secretary of State, Secretary of the Treasury, Secretary at War, Post-Master General, Comptroller, Register and Auditor of the Treasury of the United States, Commissioner of the Revenue, Purveyor, Accountant of the War Office, and Assistant Post-Master General; the Members of the Senate and House of Representatives of the United States, and the Secretary of the Senate and Clerk of the House of Representatives, during their actual attendance on Congress, and twenty days after the close of the session, when their letters do not exceed two ounces in weight, and the Deputy Post-Masters, when their letters do not exceed half an ounce in weight. No person may frank other letters than his own. If letters are inclosed to either of the description of officers above named for a person who has not the privilege of franking, he must return the letter to the post-office, marking upon the letter the place from whence it came, that the postmaster may charge postage thereon.

The distances in the Table are taken chiefly from the information of Congress, and of Post-Masters living on the routes; and it is presumed that they are pretty generally accurate.

ABRAHAM BRADLEY, JUN.  
Clerk in the General Post-Office, Philadelphia.

November 2, 1796.

*Note.* The distances are calculated by the post route on which the mails are usually carried.

### HOW THE CARRIER SYSTEM OPERATED

The New York City carrier system operation can be divided into phases. In the first period a few carriers took letters from the post office, after waiting the requisite time, and delivered them to the homes or offices for a 2c fee. The carriers were post office employees, but whether they were paid solely from the carrier fee or were on salary is not yet known. A few of the carriers may have accepted letters at their homes.

The second phase began in New York in 1833 when the carrier force was greatly expanded and the carriers were required to establish collection boxes on their routes. The 2c delivery fee was given to the carriers and they apparently did not have a salary as well. Letters to the post office were free if they went out of town.

The third phase begins with the appointment of lawyer James R. Page and continues through the administration of merchant Jonathan J. Coddington. It was a depression period and these men used the post office as a means of enriching themselves through the box rents. By cutting back on carrier service, more citizens were required to take out boxes and thus improve the rent income of the postmaster. It was in this period that the first competition developed to the increasingly unsatisfactory service of the carrier system.

The fourth period occurred under Postmaster Graham when he arranged for the purchase of the City Despatch Post. The city was divided into eight districts for the local letters with a carrier for each. As Mr. Graham reported on November 24, 1842, to the Postmaster General,

... boxes are placed in the most populous and eligible situations for the deposit of letters, among which all the principal hotels in the city are included, and where collectors of letters call at stated periods three times each day, receiving and transmitting to the post office all letters the said boxes contain, accompanied by a printed receipt for them, signed each time by the proprietors of the hotel or of the store constituting the stations. The letters, being brought to the post office are examined with the receipt, stamped with the hour and day, and conveyed throughout the same space to the parties to whom they are addressed, in the same number of deliveries, . . . at three cents each. For the accommodation of those who wish to transmit these letters post-paid, free stamps are prepared . . .

Initially service was limited to the area below 18th street (in terms of stations) and concentrated heavily in the financial district around Wall street. A point not previously noted

is that the city despatch operation was *separate* from the general carrier delivery. It has been reported, of course, but its implication has been passed over.

On July 21, 1842, Postmaster Graham wrote the Postmaster General that he had examined the report of Mr. Plitt who had been sent to Europe to examine the British and French systems. The English had separated out the penny post from the general delivery while the French had combined them. Graham had initially planned to combine the two, but when he talked to the old-time carriers such as Hallet he opted for adoption of the London plan and to "keep the general and despatch delivery entirely separate."

The separation of the carrier function into two parts partially explains Elliott Perry's problem in locating men who signed the Grieg testimonial among the men "connected with the Department since its formation." It also makes it extremely difficult to determine the number of carriers on the streets and the function performed. Mr. Graham reports that the Greig operation had been handling 437 letters a day and the letter carrier system 250, however, this was *only* the portion of letters handled by the government that were despatch letters in line with the split of the carrier operation. We do not know the total number handled by the carriers.

The despatch post operation carried letters between two points within New York City, to the drop box in New York's post offices, and to the general delivery for out of town mails. It was possible for a customer in New York to make arrangements to have letters from out of town brought by the despatch post, but I have yet to see a genuine example on stampless covers. The only example I have heard of on stamped covers is the one Perry illustrated from New Hamburg, N. Y., with an untied and unused City Despatch stamp. There is no reason to presume that this stamp actually prepaid the carrier delivery. Although the stamp seems to have been genuinely applied to the cover in the contemporary period by someone wishing to prepay and who had opportunity to buy the stamps when in New York, it may not have been. Further, even if so applied, the service was unlikely to have been performed, for out of town letters normally were turned over to the regular letter carriers for delivery and not the despatch carriers. Performed service would have required cancellation of the City Despatch stamp as Mr. Graham made clear when he wrote the Postmaster General,

On letters bearing these stamps being received at the post office, the stamps are defaced in such a manner as to preclude the possibility of their being a second time used.

The letter carrier service, in truncated form now that the local letters were removed, continued to take letters from out of town and deliver them for two cents or one cent each until free city delivery was instituted in 1863.

#### APPENDIX I

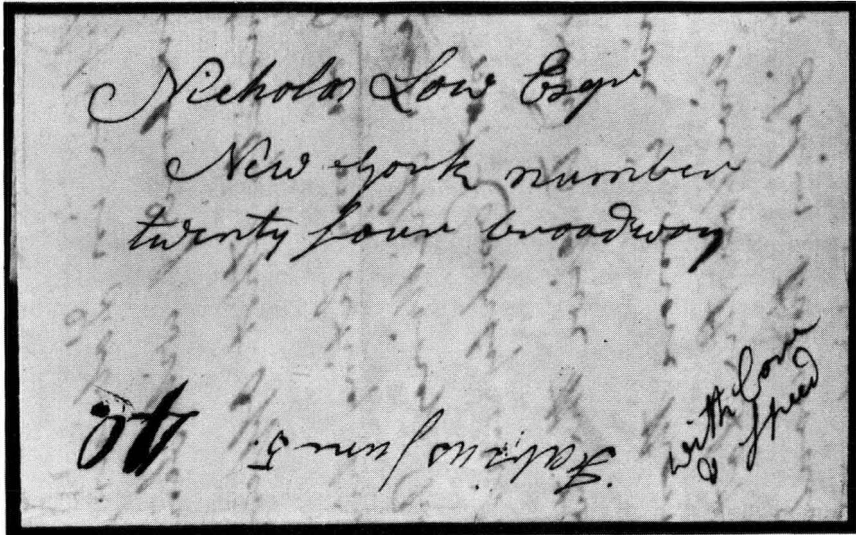
##### Official Instructions for the Handling of Carrier Letters in the Colonial Period as Issued by Franklin and Hunter to All Postmasters in Late 1753 or Early 1754

9. *Item*, You are to cause all Letters and Pacquets, received by you for persons living in Town, which remain uncalled for on those days they are brought to the Office, to be carefully delivered the next Morning, as directed, so that the Persons receiving them may have convenient Time to return their Answers to your Stage to go by the next return of the Post; and you are to allow the Person employed by you to deliver Letters aforesaid, to receive of the Persons to whom he delivers them, for his own use, *One English Copper Halfpenny* for each Letter, over and above the Postage charged thereon. And whenever any Letters remain in your Office undelivered One Month after you have received them, you are to take a List of the Names of the Parties to whom the same are directed, and their Places of Abode, and publish it in one or all the Newspapers printed in your Province, if the Printers thereof send any of their Papers in his Majesty's Mail. And all those Letters which remain undelivered two Months after such Publication, you are to send to the General Post Office at Philadelphia, as *Dead Letters*, and your Account will be credited therewith accordingly; And, if there be any particular Reason why any Letter was not delivered according to its Direction, mention the same on the Back of such Letter; and on each Bundle mark the Amount of Pennyweights and Grains it contains. If you omit sending the Dead Letters with your quarterly Account, you are to take Notice that you will have no Allowance made you for them until they are sent.

10. *Item*, You are to use your best endeavours to prevent any private Collection of Letters, by any Person whatsoever, within any of the Towns or Places under your Care; and if you find any private Collectors of Letters or Pacquets, you are constantly to return the Names, and Places of Abode, of all such Persons making such Collections, to our Comptroller aforesaid.

##### Excerpt about Carriers from Letter of Franklin and Foxcroft reporting on Sept. 21, 1764, to Anthony Todd, Secretary G.P.O.

The Offices in America have sometimes employ'd Letter Carriers to deliver letters in the Towns and directed them to demand a penny for delivering each Letter; but the right to Demand such Penny above the Postage being frequently disputed and complain'd of as an Imposition and the Practice on that Account occasionally dropt, the Deputy Postmaster General some time since directed the Delivery of Letters in the several Towns *gratis*. This however is not generally comply'd with, being found very burthensome to the Office; but the Inconvenience may perhaps be remedied either in the Penny Post Clause, or by a Clause for the purpose.



**EARLY CARRIER DELIVERY.** This June 5, 1801, letter from Fabius, N. Y., (first p. o. 12/1/1800) carries a 40c double rate because a bond was enclosed. It is unusual in the well known Low correspondence to find street addresses, which called for carrier delivery, as here, particularly as much of his mail was "favor carried." The notation "with care and speed" may explain why carrier service was sought. At this time the most logical carrier was West who lived just a few doors away on Church street.

**APPENDIX II  
Breakdown of Letters in Fiscal 1852**

Class	Number	Percent
Unpaid domestic	32,672,765	34.0
Paid in money	18,448,510	19.3
Paid in stamps	31,897,750	33.3
Free	3,146,000	3.3
Steamer-Europe	4,421,547	4.6
Havana	99,372	0.1
California	1,495,537	1.6
Drop	973,134	1.0
Unpaid dead letters	2,635,909	2.8
	95,790,524	100.0

**APPENDIX III  
Relative Importance of Stamps in U. S. Postage  
1840-1856**

8/30 of Year	Total Postage	Newspapers	Stampless Letter Post	Stamps	Stamp Percent of Total
1840	\$4,539,005.68	\$ 535,229.61	\$4,003,776.07	—	
1841	4,378,984.07	566,245.46	3,812,738.61	—	
1842	4,525,540.45	572,225.25	3,953,315.20	—	
1843	4,281,584.93	543,277.39	3,738,307.54	—	
1844	4,225,905.36	549,743.83	3,676,161.53	—	
1845	4,268,996.60	608,765.22	3,660,231.38	—	
1846	3,533,840.23	652,142.49	2,881,697.74	n. a.	
1847	3,842,118.02	643,160.59	3,198,957.43	n. a.	
1848	4,107,638.97	767,334.87	3,340,304.10	less than	} 1.3
1849	4,701,778.82	819,016.20	3,882,762.62	\$185,270*	
1850	5,495,149.80	919,485.94	4,575,663.86		
1851	6,404,373.65	1,035,130.89	5,369,242.76	89,440.36	1.4
1852	5,184,526.84	789,246.36	2,910,229.31	1,316,563.59	25.0
1853	5,084,560.96	611,333.42	2,843,965.42	1,629,262.12	32.0
1854	6,029,735.60	606,148.18	3,277,110.50	2,146,476.92	34.0
1855	6,294,791.44	639,112.32	3,143,037.49	2,512,641.63	40.0
1856	6,587,421.72**	632,826.25	1,688,281.22	4,235,041.60	64.0

\* stamps included in stampless for fiscal 1848-50; total issued during four fiscal years 1848-51 was \$274,710, less about \$8850 in hands of postmasters on June 30, 1851.

\*\* includes \$31,272.65 in registered postage.

Source: Reports of the Postmaster General 1847-1856.



## THE FOREIGN MAILS

### AMERICAN PACKET SAILINGS VIA ENGLAND (1 January - 1 April 1857) WALTER HUBBARD

Referring to Table 11 (p. 66) in Professor George E. Hargest's book, it may be of interest to add the arrival dates in England of the American packets in this 3-months period:

Collins Line	Sailed from New York	Arrived at Liverpool
<i>Baltic</i>	3 Jan.	17 Jan.
<i>Ericsson</i>	17 Jan.	1 Feb.
<i>Atlantic</i>	1 Feb. (she sailed a day late)	14 Feb.
<i>Ericsson</i>	14 March	29 March
Ocean Line	Sailed from New York	Called at Cowes
Washington	21 Feb.	7 March

Although *Baltic's* sailing scheduled for 14 February was not made, her mails were carried by *Alps*, of the Cunard Line. The relevant report in the *London Times* reads:

Liverpool, Thursday (Feb. 26)

The Cunard screw steamship *Alps* . . . arrived this morning from New York with advices to the 14th inst. . . . She has also brought the mails intended for the United States steamship *Baltic*, which vessel remained in New York for repairs. The *Alps* made the run from New York to Liverpool in 11 days 11 hours. . . . The Cunard Company will despatch the *Alps* on Wednesday next, the 4th of March, the day on which the United States steamship *Baltic* should have sailed with the mails." (My brackets)

Without further information or a cover from this voyage, it is impossible to tell whether the New York Exchange Office routed the mail intended for *Baltic* as by AM. or BR. PKT., but the fact that *Alps* brought the U.S. mails to Liverpool entitles her trip to be listed as an additional sailing in this period:

Cunard Line	Sailed from New York	Arrived at Liverpool
<i>Alps</i>	14 Feb.	26 Feb.

The Cunard Company did not entrust their mails to a screw steamship until *Australasian* sailed with the first consignment in December 1860, so this trip must have been the first occasion on which a Cunard screw steamer carried mails across the Atlantic.

As *Alps*, which was used by Cunard as an occasional "extra" steamer, did not normally carry mails, it seems probable that some arrangement was made between the Cunard Company and either the U. S. P. O. Dept. or the Collins Line, in which case the mails would have been routed as by an American packet.

As forecast in the *Times* report, *Alps* did sail from Liverpool on or about 4 March, as the Cunarder *Europa*, on her way from Boston (25 Feb.) "spoke" her on 6 March. As *Europa* was then nine days out on an eleven days voyage, *Alps*, on 6 March, would be about two days out from Liverpool.

Has anyone a cover from either of these sailings—from New York on 14 February or from (or through) Liverpool on 4 March?

#### References

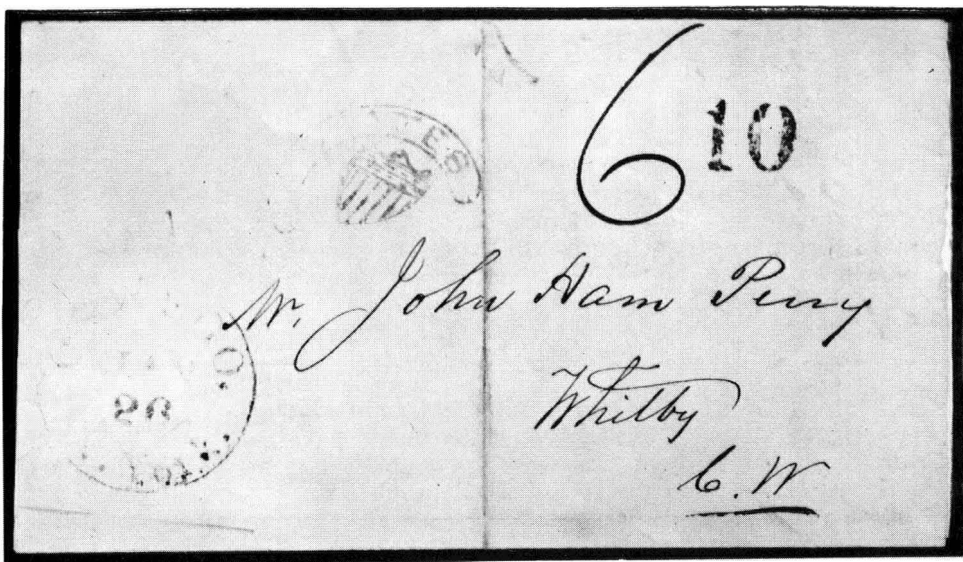
Hargest, George E. *History of Letter Post Communication Between the United States and Europe, 1845-1875.*

Bonsor, N. R. P. *North Atlantic Seaway. The Times of 1857.*

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

SUSAN M. McDONALD

In *Chronicle* 83 a cover showing the marking U. STATES in an arc over a shield slanting right was illustrated, with the postage prepaid by stamps of the 1851 issue and the marking struck in red. Another example is presented here. In this case the marking is struck in black on an unpaid stampless cover mailed at OSWEGO, N. York. JAN 26 (1852). It was backstamped at Kingston U. C. on Jan. 28 and Whitby on Jan. 29. Fred Jarrett, in his 1929 *B. N. A. Catalogue*, lists this marking as "Black, Oswego, N. Y., Jan., 1852." The listing may well have been taken from the cover shown here.

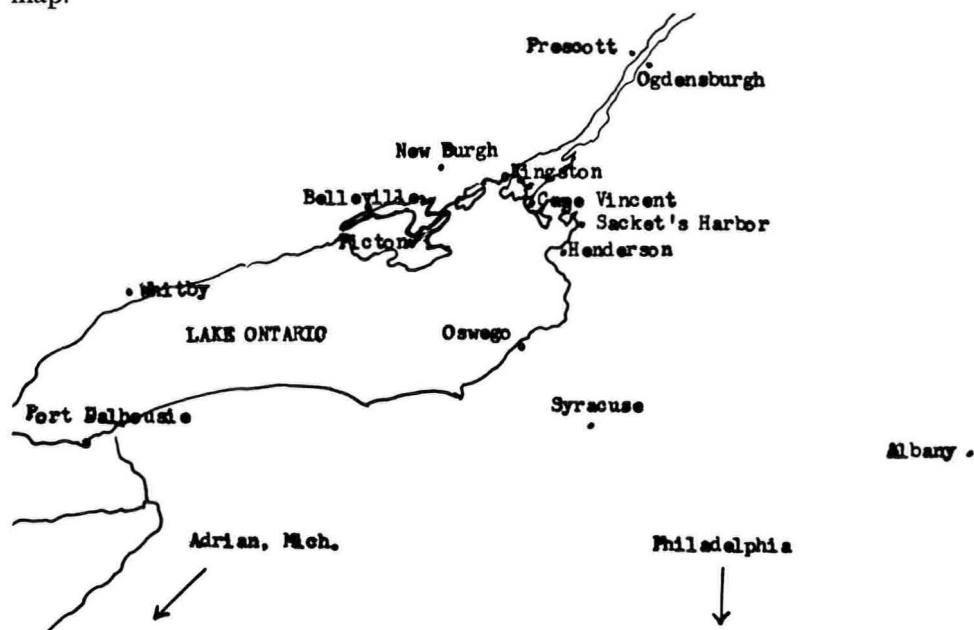


Several authorities, including Winthrop Boggs, Tracy Simpson, and the *American Stampless Cover Catalog*, have attributed the marking to the U. S. office at Ogdensburgh, N. Y. This identification has frequently been repeated by other writers including me. Boggs' work on Canada is the earliest reference I can find with this identification; the others may all derive from it.

No basis is given by Boggs for this attribution, which is demonstrably wrong. None of the covers recorded with this marking has any Ogdensburgh or Prescott markings—Prescott was the Canadian exchange office opposite Ogdensburgh. Furthermore, other exchange markings can be positively associated with Ogdensburgh during this period. It was also normal practice for both Ogdensburgh and Prescott to postmark prominently on the front any letters exchanged.

Records in sufficient detail to be useful have been gathered on seven covers with this marking. Dates of use range from December 1851 through November 1854. The marking is struck in black in only two instances—on unpaid letters; the rest are in red on prepaid letters except for one case where an unpaid letter is marked in red. Two covers have postage prepaid with stamps.

The origins represented by the covers are widely scattered, although most are localities in New York state. Two are from Philadelphia and one from Michigan. The destinations are largely on the north shore of Lake Ontario. Two letters are addressed to Kingston. The places involved are shown on the sketch map.



The one thing all seven covers have in common is a Kingston backstamp, and the two covers from Philadelphia have Kingston as a destination. All the covers were exchanged through the Canadian office at Kingston and must therefore have been handled by the corresponding U. S. exchange office. Kingston was an important Canadian office and received considerable U. S. mail. Through bags were exchanged between Kingston and New York City, Albany, and Boston. The distribution shown on the map, however, indicates that these covers were not so transmitted. Even the cover through Albany (received and struck STEAM/BOAT there) was not sent in the through mail. The Albany type U. STATES exchange marking—which should have been used if the letter was sorted into the through bag—was struck and then obliterated, probably because the letter bore the direction “via Watertown.”

Three other U. S. offices exchanged with Kingston in the 1850s: Oswego, Sacket's Harbor, and Cape Vincent. The mails between Oswego and Kingston and Sacket's Harbor and Kingston were conveyed by steamer and operated only in summer. The Cape Vincent-Kingston exchange functioned year round—by process of elimination Cape Vincent must be the office which used the shield marking. The cover illustrated here was mailed in January when Lake Ontario was not navigable, so that it cannot have been exchanged through Oswego, although it originated there. Others are dated in late November, late December, and April, when only the Cape Vincent-Kingston exchange was operating.

This is a scarce exchange marking, though probably not as scarce as the figure of seven examples suggests. There should be additional covers—perhaps unrecognized in collections—because Cape Vincent-Kingston was an important exchange point.

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## THE COVER CORNER

SUSAN M. McDONALD, Editor

### ANSWER TO PROBLEM COVER IN ISSUE NO. 83

Some interesting and varied solutions were offered for the cover in Figure 1. One suggestion is that the cover has been "fixed up" by a certain Parisian faker. Although this is possible, I think it's unlikely, mainly because the previous use of the stamp is too obvious. Furthermore I believe that the New York and French postmarks genuinely tie the stamp. As far as I know, however, the stamp has not been lifted to determine whether the markings continue underneath. There's a slight chance the cover might be a "practice" effort by Zareski.



Figure 1

Another idea is that the sender intended the stamp to commemorate some event that took place on July 21, 1865, perhaps of significance only to the writer or addressee. The writer might even have attached the stamp merely as a curiosity for an overseas friend or just as a joke.

Certainly no postal clerk would have accepted the obviously used stamp for postage. It is hard to believe that anyone, unless completely ignorant of U. S. postal practices, could seriously have expected the stamp to be honored. The stamp does not even represent the correct rate—the single letter rate to Switzerland at this date by French mail was 21c. On a letter transmitted by

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British service to France, as the French receiving postmark indicates was the case, the United States retained only 3c and the balance of 18c was credited to France. This accords with the credit stated in the New York postmark; all the markings indicate that the cover was prepaid. Therefore, the postage must have been paid in cash. The cover was carried on the *Asia* (Cunard) from Boston on Dec. 19. Ezra Cole, Cal Hahn and Cliff Friend sent explanations and comments.

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PROBLEM COVER FOR THIS ISSUE



Figure 2

Shown as Figures 2 and 3 are the front and back of an intriguing cover submitted by Judge Ethan Allen Doty of Philadelphia. Its political implications seem especially appropriate for a November issue. Some of the commentary expressed directly or indirectly by the paste-ups might have a wider or present application.

Can you deduce the year and circumstances of mailing and the politics of the sender? How many of the individuals mentioned or caricatured can you identify?

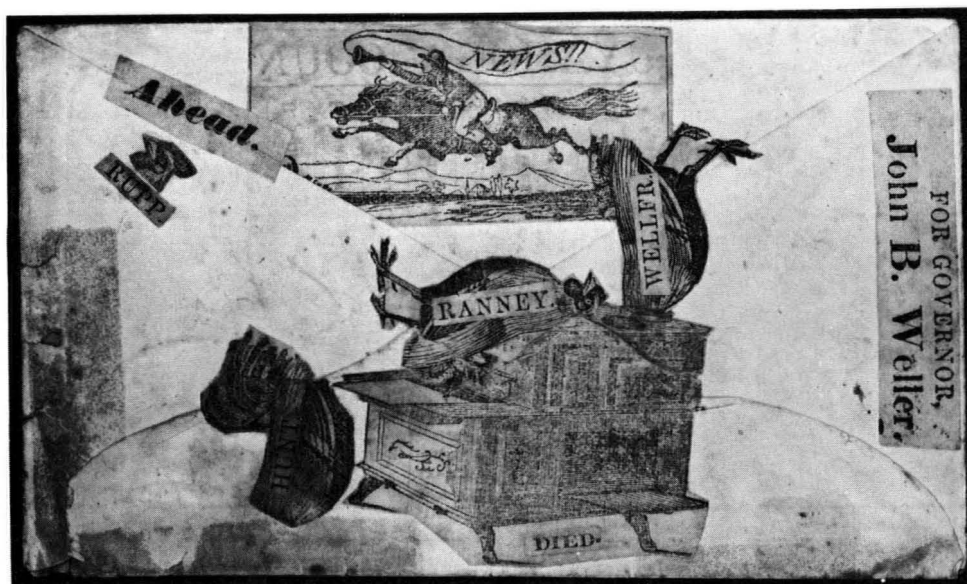


Figure 3



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