

February 1975 (No. 85)

THE CHRONICLE

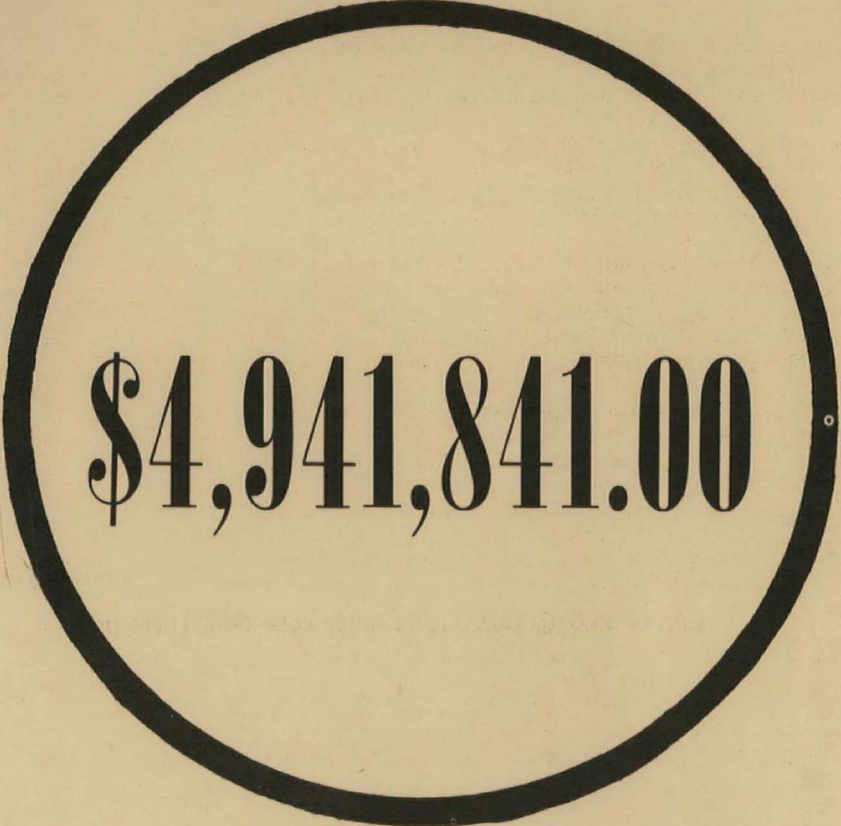
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February 1975

Volume 27, No. 1

Whole No. 85

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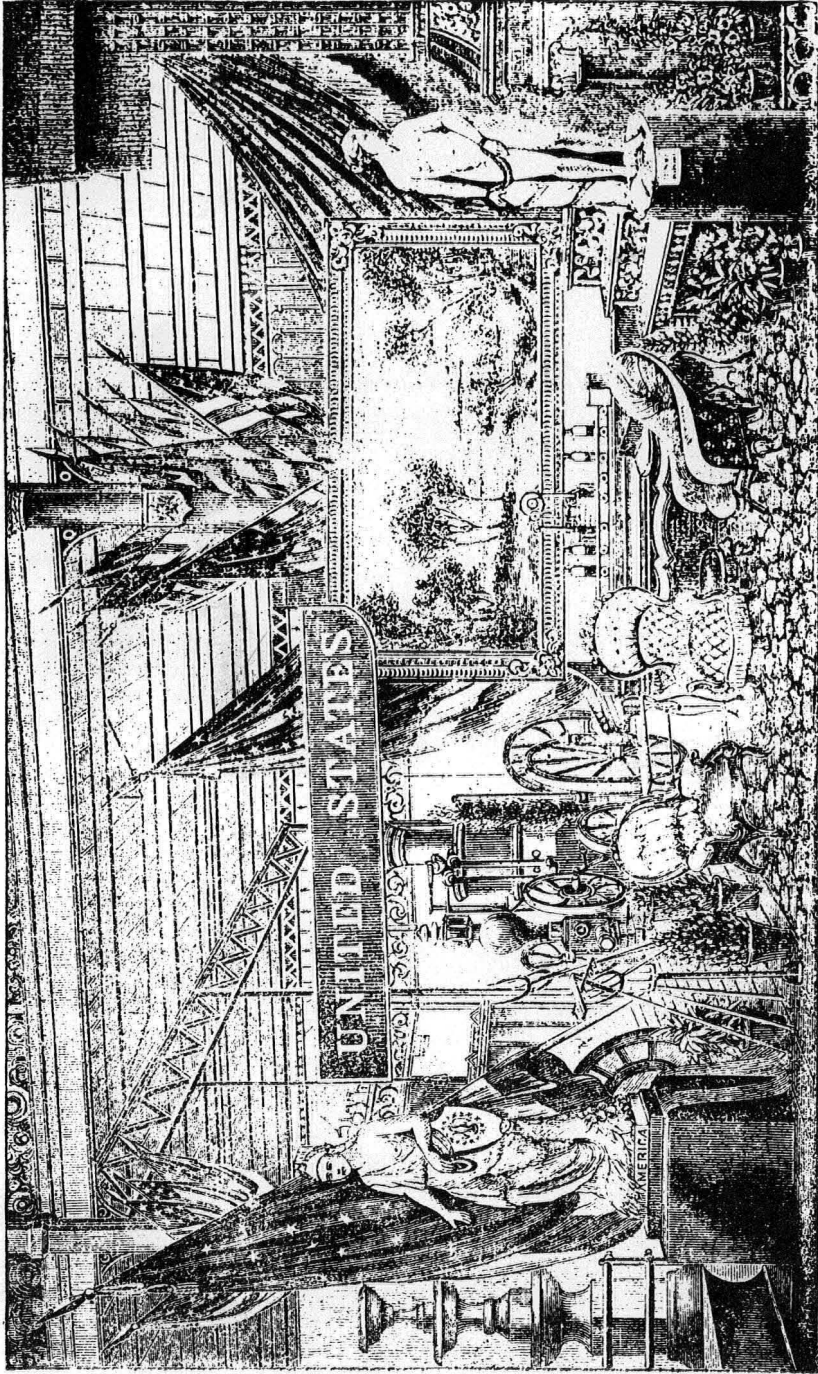
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## GUEST PRIVILEGE

### THE U.S.P.O. AT THE 1876 CENTENNIAL

HERMAN HERST, JR.

There are many old wives' tales in philately that refuse to die. Perhaps years ago they originally appeared in print; if denied, it is a fact that the denial never catches up to the original statement.

Over the years they are repeated over and over, and even if they have no basis in truth, unfortunately they become accepted.

Thousands of times in our four decades of professional philately (and we are really not exaggerating) we have heard that the 1875 reprintings of so many of our early postage stamps were done to commemorate the 1876 Centennial Exhibition in Philadelphia. Less often by a few thousand times we have heard the statement that they were actually sold there.

We know the latter to have been completely untrue, but no one seems to be able to put the story to rest. And if the first statement is true, philatelic students have been looking for the official reference for almost a century now.

Some years ago, while doing some research at the wonderfully co-operative New York Public Library on the 1876 Centennial, we came across a folder of photos that they had. The Library has a wonderful service whereby for a very nominal sum, anything in their records can be reproduced. I had the photo shown with this little story reproduced, with the idea some time of writing it up. I even went to the trouble of having a line cut made up of the photo. This must have been at least twenty-five years ago, before offset printing methods became the vogue, when stamp magazines still wanted line cuts to illustrate articles.

We may be wrong, but we do not believe that a photo of the United States booth at the 1876 Centennial Exhibition devoted to the Post Office has ever been shown in a stamp magazine, at least in this century. The Victorian influence is everywhere, but of particular interest to philatelists is the steam press on view, quite possibly a device to print stamps.

We realize that little is known of postal activities at the 1876 show, the largest World's Fair ever to take place in this country until then, but we cannot refrain from asking one question. And when we ask it, we fear it will be a rhetorical one, for in all probability, no one alive today has the answer.

Was the steam press at the Postal Exhibit at the 1876 Philadelphia Centennial put into use there? What did it print?

The Post Office in modern times has printed actual postage stamps at public exhibits.

In 1947, at CIPEX at Grand Central Palace in New York, a small hand press was part of the postal exhibit, printing for the public to view the orange and blue souvenir sheets known as the CIPEX (Scott No. 948). We recall the huge crowds, begging, pleading, urging, doing everything to obtain one. Not a single one ever got into circulation. How would we know if one had? Very easily. The plate number of the sheet printed in New York bore a different plate number from the one printed in Washington at the Bureau. That plate number shows up on official records as never having been issued.

And now, to add some fat to the fire, here is another suggestion: maybe it is not a stamp press after all. The 1870s were the age of steam; electricity was just coming in. Perhaps the United States exhibit at the Transportation Building was showing a new type of railroad engine. I don't know. Let some reader better acquainted with steam engines analyze this photo, and tell us what it was.

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

**THE USE OF 1847 FIVE AND TEN CENT STAMPS ON DATED COVER  
TO DETERMINE ROUTE AGENT SERVICE**

CHARLES L. TOWLE

In *Chronicle* 84 a list of 5 cent and 10 cent 1847 stamps on cover with railway route agent markings was presented. Since fortunately 169 of the 300 5 cent covers and 17 of the 40 10 cent covers were dated, this large sampling of railway marking covers of the period, annotated by Creighton Hart, provides a valuable tool for study of route agent service of the period.

Although railroad mail contracts were listed annually in *Reports of the Postmaster General*, there is no indication in listings prior to 1854 whether or not route agents were employed. The *U.S. Official Registers* issued every other year show route agents by name, dates employed, and annual pay, but no clue is given as to location of employment until 1855 or of the route on which employed until 1861. One valuable source reference is an article by the late Walter S. Fishel in the *12th American Philatelic Congress Book* (1946) entitled "Route Agents' Use of the 1847 Issue." This article lists route agents receiving distribution of 5 and 10 cent stamps for sale between August 1848 and March 1849, when the practice was discontinued. It shows the agent's name, the point to which stamps were shipped, and the number of stamps sent to each agent. However, at points where more than one route originated it is difficult to determine which of several routes might have or not have agents at the particular time.

The period of the 1847 stamp issue was one of considerable growth in the railway postal mail service as is seen by the number of agents for each year listed as employed.

<i>Report Date</i>	<i>Number of Route Agents</i>
Nov. 1, 1847 .....	37
Oct. 1, 1848 .....	47
June 30, 1849 .....	61
June 30, 1850 .....	100
June 30, 1851 .....	127

Fishel shows that the first shipments of stamps were made to 48 route agents in August 1848, 3 more in Nov. 1848, 1 more in Dec. 1848, 2 in January 1849, 3 in February 1849, and 1 in March 1849. Utilizing the *Register*, there were two agents in service in the last quarter of 1848 and seven in the first quarter of 1849 that did not receive shipment of any stamps. One agent who received stamps, O. James at Concord, N.H., was not listed in the *Register* and may have been a temporary employee. Of the shipments made to agents, many of the later shipments may have been made to replacement agents for agents who were discharged or resigned. One of the great difficulties in checking route agents during this period was that every time the President, Postmaster General or political party was changed the effect on lowly route agents' positions was unbelievable. Between 1845 and the end of 1861 there were nine different Postmasters General in office and four party-in-power changes.

Another condition which the researcher must recognize is the tendency of the period for careless reporting of agents' names and misspelling of both first and last names between various issues of the *Register* and special reports such as prepared by Mr. Fishel.

Of the 36 different railway markings listed in *Chronicle* 84 there were 32 for which various numbers of dated covers are reported. Table I shows the name of the 32 railway markings, the Remele catalog number assigned to each marking, and the total number of 5 cent and 10 cent 1847 covers reported for each marking in *Chronicle* 84. Next, from the 3rd quarter of 1847 through the second quarter of 1851, by quarters, the number is given of dated

examples of markings recorded on cover. The last two columns show the total number of dated covers listed for each marking and finally the date listed in the Remele catalog for commencement of route agent service on the line on which particular markings were employed. A study of the listings is of interest to show which markings were in early use, in late use or in general use throughout the period.

By use of Table I and reference to the Fishel article certain new information can be developed for interpretation of this difficult period of railway mail markings history. The first benefit obtained is in advancing dates for route agent service on certain routes:

(1) Baltimore & Susquehanna R.R. (B3)

Remele service date for route agent can be advanced to at least Jan. 29, 1850, from May 1851.

(2) Boston & Fitchburg R.R. (B11)

Remele date of March 1849 can be advanced to at least Oct. 24, 1848. Agent's name not definite as seven agents were working out of Boston.

(3) Madison & Indianapolis R.R. (M2)

Remele date of 1850 can be advanced to at least Sept. 5, 1848. No stamps were issued to agent on this route according to Fishel report.

(4) Michigan Central R.R. (M5)

Remele date of 1850 can be advanced to at least April 4, 1848. Again no stamps were issued to agent on this line according to Fishel report.

(5) Naugatuck R.R. (N3)

Remele date of Dec. 1850 can be advanced to at least Jan. 10, 1850. From Fishel report it is likely that W. F. Gleason was appointed route agent on this line Dec. 25, 1848, before the road was completed from Bridgeport to Waterbury, Conn.

(6) Troy & Rutland R.R. (T3)

Remele date of 1854 can be advanced to at least Aug. 2, 1849. Marking probably used on route from Troy to Whitehall, N.Y., along with Remele T4.

(7) Western & Atlantic R.R. (W4)

Remele date of 1850 can be advanced to at least June 14, 1849. W. T. Lowe, was probable route agent at Atlanta from July 1, 1848. Line completed from Atlanta to Dalton, Ga. in 1847.

Other notes of interest from Table I and Fishel report:

(a) Boston & Maine R.R.—Remele's estimate of at "at least as early as 1849" verified by Feb. 12, 1849, marking.

(b) Long Island R.R.—Remele estimated 1848 and probably as early as 1846. Jan. 29, 1848, example in Table I. Fishel report indicates George W. Smith was Long Island Railroad route agent running from Brooklyn to Greenport, N.Y. Mr. Smith was a route agent from Nov. 12, 1844, until Dec. 31, 1850, and probably served this entire term on Long Island Railroad. Contract for railroad service also dates from 1844.

(c) Mad River & Lake Erie R.R.—Remele shows as early as Nov. 1849. Table I shows a marking from Feb. 8, 1850.

(d) New York & New Haven R.R.—Remele shows route agent as early as 1849. Table I shows a marking from Sept. 27, 1849. New York to New Haven rail contract first listed June 30, 1849.

(e) Northern Railroad (New Hampshire). According to Remele, route agent service started in 1848, possibly 1847. Table I shows an Aug. 30, 1848, use. Contract for this route as of Nov. 1, 1847, extended only from Concord to Grafton, 44 miles, but as of Oct. 1, 1848, had extended to West Lebanon at the Connecticut River. It is believed that O. James was substitute agent for this route as of Aug. 19, 1848, and that James Parker was the route agent from July 1, 1848, to June 30, 1849. Reference to 1847 most likely should be deleted. At a period only a year or so later agents on this route operated through from Boston via Lowell, Concord, and White River Jct. to Burlington, Vt. upon completion of the Vermont Central line.

TABLE 1—Period of Use of 5c and 10c 1847 Stamps on cover

Marking/Remele No.	Total 5c/10c 1847 Covers	1847 Quarters		1848 Quarters				1849 Quarters				1850 Quarters				1851 Quarters		Total	Remele Date Route Agent Service
		3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2		
Albany & Buffalo RR (A2)	18	-	-	-	1	-	2	-	1	4	2	-	-	-	-	-	2	12	1842
Augusta & Atlanta RR (A7)	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	1849
Baltimore R.R. (B1)	19	-	-	2	-	-	-	-	-	2	-	-	2	1	-	-	-	7	1838?
Balt. & Ohio RR (B2)	9	-	-	-	-	1	1	-	1	-	-	-	-	-	-	-	-	3	1845
Balt. & Susqh. (B3)	2	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	May 1851
Boston & Albany RR (B8)	34	-	1	1	2	2	1	1	3	1	-	2	2	3	-	-	-	19	1841
Boston & Fitchburg (B11)	5	-	-	-	-	1	2	-	-	-	-	-	1	1	-	1	-	6	March 1849
Boston & Maine RR (B12)	6	-	-	-	-	-	-	1	2	1	-	2	-	-	-	1	-	7	1849
Concord & Montreal (C25)	4	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	Aug. 1849
Eastern R.R. (E3)	30	-	-	-	-	-	1	2	2	7	3	1	3	2	-	-	4	25	1847
Housatonic RR (H4)	9	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	2	1844?
Little Miami RR (L6)	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1848?
Long Island RR (L7)	17	-	-	1	1	-	-	2	-	2	-	-	-	-	1	-	-	7	1848 (1846)
Mad Riv. & L. Erie (M1)	4	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	1	3	Nov. 1849
Madison & Indpls. (M2)	16	-	-	-	-	1	-	-	1	-	-	-	-	2	-	-	-	4	1850
Michigan Central (M5)	18	-	-	-	2	-	-	-	-	-	-	1	-	1	-	-	2	6	1850
Naugatuck RR (N3)	2	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3	Dec. 1850
N.Haven & Grnfld. (N5)	3	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	1847
N.York & Erie (N12)	5	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	1846
N.York & N.Haven (N14)	6	-	-	-	-	-	-	-	-	1	2	1	-	1	-	-	1	6	1849
N.York & Phila. (N15)	26	-	4	2	4	1	-	1	-	1	2	-	-	-	1	-	1	17	1838?
Northern R.R. (N20)	26	-	-	-	-	1	2	2	2	2	2	1	-	-	-	1	-	13	1848 (1847)
Norwich & Worcstr (N23)	10	-	-	-	-	-	-	1	1	-	2	-	-	-	-	1	-	5	1840
Philadelphia RR (P6)	25	3	1	1	2	2	2	1	1	-	-	-	1	-	1	-	-	15	1838?
Phila. & Columbia (P8)	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1844?
Prov. & Worcester (P16)	2	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	2	1848
Richmond R.R. (R7)	3	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	2	1845
Troy & Rutland (T3)	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	1854
Troy & Whitehall (T4)	3	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	1849
Washington RR (W1)	6	-	-	1	-	-	-	-	2	-	-	-	1	-	-	1	-	5	1838?
Western & Atlantic (W4)	4	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	2	1850
Wilmington & Raleigh (W7)	14	-	-	1	-	-	-	-	1	-	-	1	1	-	1	-	-	5	1846?
Totals	332	3	6	9-12-	9-12-			13-19-	23-13			16-15-	11-	6		6-13		186	
		9		42				68				48			19				

(f) Troy & Whitehall R.R.—Remele notes that route agent service probably started in 1849. Table I has a marking dated Aug. 16, 1849, probably over new line from Saratoga Springs to Whitehall, N.Y., 39 miles, completed Dec. 10, 1848.

Several other agent assignments of interest can be strongly inferred from the Fishel 1848 agent list. The Albany & Buffalo R.R. had four agents assigned: James N. Alden, S. Dow Ellwood, Consider Carter, and Daniel M. Seaver. Apparently two agents worked westward from Auburn to Buffalo and two worked east from Auburn to Albany.

The Augusta & Atlanta R.R. had three agents assigned: William T. Beall, Wiley T. Hinton, and William C. Moore. It is a possibility that, in addition to the 174 mile Augusta to Atlanta, Ga. run, these agents also worked the 139 mile route from Charleston, S.C., to Augusta over the South Carolina R.R., thus accounting for the lack of South Carolina R.R. markings with 1847 stamps.

Only one of the two Baltimore & Ohio R.R. route agents from Baltimore to Cumberland, Md., 179 miles, can be identified and this is James W. Watt working out of Cumberland.

Among the Boston & Albany R.R. route agents were Simeon Drake working out of Boston and, probably, Abijah Chapin working out of Springfield, Mass., but there may have been other agents among those stationed at Boston or Albany.

The Boston & Maine R.R. via Dover, N.H., and the Eastern R.R. via Portsmouth, N.H., both had two route agents working their Boston to Portland routes but only two can be identified, Cyrus S. King, working out of Boston, and James N. Winslow working out of Portland, Me.

The Housatonic R.R. between Bridgeport, Conn., and West Stockbridge (State Line), Mass., is easier to pick up. The two agents assigned in August 1848 were Aaron K. Morris and Henry Sanford, both of whom commenced work Dec. 14, 1846.

The Little Miami R.R. was completed from Cincinnati to Springfield, Ohio, in August 1846; we find two route agents assigned in August 1848 at Xenia, Ohio—James M. Doherty and Heath M. Ware.

The New Haven & Greenfield R.R. was a route involving two different railroads—one from New Haven, Conn., to Springfield, Mass., 63 miles, and the other from Springfield to Greenfield, Mass., 38 miles. Apparent agents were George Collier (July 1-Nov. 10, 1848) followed by George Jewett (Nov. 11-Dec. 26, 1848) both of whom worked out of Hartford. Another possible agent on this route was Elijah Coleman working out of Greenfield.

John Eldridge, working out of Binghamton, N.Y., was apparently route agent on the New York & Erie R.R. starting Jan. 22, 1849.

The Norwich & Worcester R.R. operated from a connection with Long Island Sound steamers at Norwich, Conn. to Worcester, Mass., 59 miles. Stephen B. Roath was route agent from July 1, 1848, to June 30, 1849.

E. H. Champlin was most likely route agent on the Providence & Worcester R.R. 48 mile route. Route Agents on the U.S. Express Mail route from Boston to New York via Boston & Providence R.R., Providence & Stonington R.R., and Stonington Line steamboats cannot be segregated from agents working at Boston and New York but they used U.S. Express Mail (New York and Boston) markings not included in this study.

At this time it is not clear to me on exactly what route the Richmond R.R. (Remele R7) marking was employed but it may have been on any or all the lines between Weldon, N. C., and Washington, D. C., including the Petersburg R.R., the Richmond & Petersburg R.R., and either Richmond, Fredericksburg & Potomac R.R. or the Virginia Central (Louisa) R.R. and possibly Orange & Alexandria. The contract was shifted several times by P.O.D. and the route agent probably shifted with it even to the extent of possibly using stage for a portion of the route. Agents at the time included Joseph N. Phillips, shown working out of Junction, Va., 23 miles north of Richmond at junction of R. F. & P.

and Virginia Central (Louisa R.R.). Other agents were Coriolanus Russell (July 15, 1846-June 17, 1849) and E. N. Peterson (July 1, 1840-May 31, 1849) both working out of Petersburg, Va.

The Wilmington & Raleigh R.R. marking was actually used on the important Wilmington and Weldon R.R. between those points in North Carolina, 162 miles apart. At the time three agents were indicated on this route: G. G. Lynch (Sept. 1844-Nov. 8, 1851), William A. Walker (July 22, 1841-June 30, 1849) and Abraham Sherwood (July 1, 1846-June 18, 1849). For some reason, possibly political, the agents on many of the southern routes seemed to be able to achieve longer careers.

In 1848 a main line agent received \$800 per annum, a medium traffic line agent \$600 per annum and a branch line agent \$500 or less. Agent assignments for other routes out of Boston, New York, Philadelphia, Baltimore, and Washington cannot be segregated on the basis of sources available to the writer at the present time.

It must be emphasized that studies such as this are to a large degree conjectural and based on source reference material which is remote and not very reliable. We have to assume that route agents did not switch routes and this is presumably safe at the time we are studying. We have to assume that the points at which Mr. Fishel showed stamps being sent to route agents were their working headquarters at one end or the other of the route, and this assumption could easily be faulty. Many dates assigned to routes have been checked with construction records for verification but in any event research in this period is like assembling a picture puzzle. You proceed with pieces you have until someone notices a piece that will not fit properly and then you throw it out and go back and attempt to reconstruct correctly. Accordingly the writer invites corrections, more complete data or improved sources which will result in a sounder and more correct historical picture.

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## THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor  
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*Editor's Note:* Mr. Stoltz is Vice President of the well known firm of Robert A. Siegel Auction Galleries, Inc. At the Society's annual meeting in New York last year, he spoke on philatelic forgeries. Because his treatment of the subject was so extensive and pertinent to the collecting of U.S. classics, we prevailed upon him to prepare this article based on his talk.

Your editor believes that this distinguished contribution to our literature, together with that of Mr. C. C. Hart at *Chronicle* 82:69, will be the basis of a continuing open discussion of fakes and forgeries of classic U. S. philatelic material. As Mr. Stoltz says, "... it is essential to know the enemy, rather than to fear him."

### FORGERIES, COUNTERFEITS, ALTERATIONS; A PRIMER

HANS STOLTZ

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Forgeries and counterfeits have been the subject of a great many articles, which describe them, as well as the genuine stamps, with the utmost exactness. These monographs are invaluable because they detail the results of thorough and painstaking investigations by serious students. Indeed, the subject of authenticity is a matter of genuine concern to all philatelists.

These articles are usually highly specialized, dealing with only one particular stamp or issue at a time. Moreover, most of them are confined to overprints or counterfeits. Very little has been written about the ingenuity or the methods of those who aim to defraud. Possibly this is one of the reasons collectors' attitudes toward this subject vary so widely. They run the full gamut from total disregard to excessive caution.

Obviously, it is not wise to ignore the possibility that a stamp or a cover may not be genuine. Spurious items have caused many collectors to suffer great financial loss and destroyed much of their pleasure in collecting. Neither is it advisable to espouse the other extreme. An exaggerated fear of forgeries can make collecting a worrisome affair, thereby considerably reducing the pleasures and satisfactions philately can afford.

It is generally felt that the existence of forgeries constitutes an unfortunate and fretful hazard. It is my conviction that mere concern is not sufficient. I believe that it is necessary to have an understanding of their manufacture. In order to defend ourselves successfully against this menace, it is essential to know the enemy, rather than to fear him.

Sometimes apprehension is voiced that an article such as this might be used by aspiring counterfeiters as a how-to handbook. I do not think so. The knowledge of how a forgery is made supplies the collector with the means to recognize it.

In the early 1930s several European experts concluded that a number of new and very dangerous counterfeits had stealthily appeared on the market. Many were signed, some had certificates. Their variety was enormous, seemingly extending to all nineteenth century issues of the world. Many of these fakes, although extremely well executed, were identifiable by the simple fact that they were lithographed, whereas the genuine stamps were either engraved or typographed.

Nevertheless, in the opinion of the then prominent dealers, these counterfeits were so deceptive and so numerous, that they considered it imperative to keep their existence secret. At a council meeting of the British Philatelic Association in 1932, it was decided that no description of these dangerous reproductions should be allowed to reach collectors. The divulgence of the facts, it was reasoned, would cause hysteria, would bring about a collapse of the stamp market, and would incite many to open up their own workshops. Their views prevailed and all information was suppressed. This regrettable decision gave Jean de Sperati another ten years of undisturbed activity. Finally, in November 1942,



it was Sperati himself, who, tongue in cheek, exposed his creative art and made it known to the world.

More than thirty years have passed since then. It might be enlightening to test the 1932 reasoning against today's facts. For example we might examine a popular United States stamp, the 10c 1847. We can then observe that

(1) no hysteria occurred; to the contrary, knowledgeable collectors have no difficulty in recognizing the Sperati imitation;

(2) the market value did not collapse; to the contrary, the value of this stamp has multiplied almost tenfold since then;

(3) the exposure has not provoked an avalanche of new products; to the contrary, it has discouraged the manufacture of further bogus copies. None have appeared since.

It is safe to conclude that the exposure of forgeries and forger's techniques has stimulated philatelists to study their stamps, thereby enriching their knowledge and making their hobby more rewarding.

Among the many fraudulent practices used to deceive the collector are a number that deserve closer scrutiny.

#### FORGED OVERPRINTS

The practice of applying an overprint to an inexpensive stamp, so that it will resemble a more valuable item, is one of the most enduring forms of forgery. It is being done to this very day. An overprint can be made with relative ease and little expense, and this accounts for the large quantities that exist. Understandably all collectors distrust overprints. There is hardly any need for explaining how they are made, nor for warning against them.



Figure 1

Paradoxical as it may seem, if I were to warn at all, it would be against blind distrust of all overprints. The surprising fact is that many overprints do not exist forged. For example, China #83 (Figure 1) catalogs \$3500.00. That would certainly be enough money to worry a little. There is no need; this overprint is always genuine. It cannot be forged because the basic stamp, a deep intaglio gravure, is not available. Only four stamps without overprint are known and they are much too valuable to use.

Something to bear in mind also is that governments as a rule did not overprint stamps because they were burdened with unsold remainders. Quite the contrary, very often a second printing of the basic stamp had to be made. Even when colors or designs remained unchanged, these second printings sometimes differed significantly from the original issue. In such cases examination of the basic stamp is conclusive.

In 1931 Germany decided to commemorate the Polar flight of the Graf Zeppelin by issuing an overprinted set, using the same design as the earlier Zeppelin issue. As it turned out the 2 mark and 4 mark values were no longer on hand in sufficient quantities. A second printing was made. It has vertical watermark and vertical gum ridges, whereas on the original 1928 issue they are horizontal. Therefore a 2 mark or 4 mark Polar flight with vertical watermark and gum ridges is always genuine.

### FORGED CANCELLATIONS

The forged cancellation is much like the forged overprint. It is applied to a genuine stamp for the same purpose—to increase its value. It is the preferred method of the budget minded forger and has been practiced with great assiduity.

Among those issues where the cancelled stamps are more expensive than the unused there is hardly one left that has escaped forgery. On some issues the faked cancels literally outnumber the genuine. All collectors are quite aware of this. There would appear to be no need for warning. But there is.

One reason is that in recent years a new and different use for false cancels has arisen. As a result of the mint never hinged fad, modern unused stamps are worth considerably less when hinged, often less than the used stamps. When heavily hinged or without gum, they are virtually unsalable. In those cases the cancels come in very handy, improving if not value then at least salability.

The real danger lurks in a different corner, namely in a strange philatelic phenomenon. For some inexplicable reason collectors distrust a cancel much less when the stamp is on piece. Why a piece of paper, glued to the back of a stamp before it was cancelled, should make it more trustworthy is an enigma.

More mysteriously still, faith in a cancellation seems to grow proportionately with the size of that piece of paper, reaching its highest degree when the stamp has a whole cover affixed to its back. The almost automatic acceptance of a cancel because it is on cover borders on credulity.

It may greatly benefit collectors to contemplate a cover in a different perspective and perceive it as a stamp whose value has been enhanced by a cancellation, a cancellation that possibly could use an expert opinion.

### COUNTERFEITS

This is a far more sophisticated product. The counterfeit is a reproduction, resembling the genuine stamp, and therefore likely to be mistaken for it. It is virtually always made with intent to deceive. A notable exception among counterfeiters was Fournier. Several generations ago, during the dawn of philately, he made imitations to serve as space fillers and sold them for that purpose. Others were quick to recognize that this practice bore the possibilities of a more lucrative exploitation. Soon counterfeits proliferated to such an extent that chaos threatened.



Figure 2. The stamps at left and right are genuine, the middle stamp is a Sperati counterfeit.

But collectors were not quite prepared to witness the demise of philately. Articles and books started to appear in great numbers, describing the genuine stamps and their distinctive characteristics. Knowledgeable students offered their services as experts.

Counterfeits occur in all grades of quality, ranging from coarse look-alikes to extremely well-executed reproductions, many of which are exceedingly dangerous. The most perfect ones ever to see the light of day were the work of Jean de Sperati.

Sperati was a very gifted gentleman, combining technical propensities with uncanny ingenuity. His reproductions, particularly those he produced during the 1930s, were of the highest standard. Paper, design, color, watermark, gum, cancel, perforations, all showed the distinctive characteristics to perfection. The tests normally used for detecting forgeries proved totally ineffective. (Figure 2).

One of Sperati's more simple creations was the 10 shilling brown violet of Lagos (Scott #37). It was among the eighteen reproductions that were the cause of the famous Sperati trials. It is worthwhile to examine the techniques involved in making this stamp. Let's retrace Sperati's steps in producing it.

The first one is the printing plate. A genuine stamp, soaked in carbon tetrachloride to raise the transparency of the paper, is placed face down against the emulsion side of a photographic film and contact printed in a suitable frame by a point size light source. The resulting negative is processed, dried, and examined under high magnification for possible traces of paper flaws or air bubbles. It is then retouched where needed. Next the negative is contact printed in the same manner. This gives a positive image, absolutely identical with the genuine stamp in design and dimensions. Several negatives could be combined should a multiple or a *tete-beche* be desired. This positive is then placed against a zinc plate coated with a layer of photosensitive material, such as an albumin-bichromate solution, and again contact printed, this time by a carbon arc lamp. The photosensitive surface responds to this exposure by becoming slightly hardened and insoluble in water where exposed. A water rinse is used to remove the unexposed portion, which is the mirror reversed image of the stamp. The hardened areas remain. They will act as a protective coating when next a weak acid is applied. This acid etches the unprotected portion and gives it the necessary bite. The plate is then thoroughly rinsed, dried, and rubbed with a special lithographer's developing ink, which is greasy and water repellent. The hardened areas are then removed by brushing away the insoluble coating. Since these clean areas will attract either water or ink, the plate is now coated with a gum arabic solution. This solution, by virtue of its water content, is repelled from the etched inked surfaces, which from here on are the only parts to accept the printing ink. The plate is now ready to print.

We will assume at this point that we happen to have the correct printing ink. One that is identical in constitution and color, in daylight as well as in incandescent and ultraviolet light. Sperati made his own inks.

Our third step is the paper. This is obtained from a 1903 Crown Colony chalky paper issue, such as a halfpenny or one penny Edward. The chalk layer with the image is washed off. This can be done with a simple household product such as Clorox. Next the paper must be re-sized. If we simply rinsed and dried it, it would reveal its chemical treatment. It would have a porous, blotter-like quality and appear grayish or bluish under ultraviolet light. This evidence must first be removed. To restore the natural white color that the genuine stamp has under ultraviolet light, our piece of paper is immersed in a solution of fluorescent material, similar to those used in textile manufacture. Next the paper is thoroughly heat-dried and then dipped in a hot concentrated solution of gelatin to which a small amount of alum has been added. This restores the consistency of the paper. The alum protects the gelatin from future bacterial deterioration and also helps harden it. Finally the paper, saturated with the gelatin, is pressed face down against a chromium-plated ferrotype tin and left to dry. This last operation restores the smooth surface the paper originally had. We now have a piece of blank paper of the correct thickness and size with genuine Crown and CA watermark and genuine perforations.

All that remains to be done is printing our design on this piece of paper, slightly off center, a desired subtlety, and we have made the perfect reproduction, identical with the genuine stamp. Identical in all respects but one: the reproduction is lithographed, the genuine stamp typographed.

The described procedure completely misled unsuspecting philatelists. Among these was the court-appointed expert Dr. Edmond Locard, a physician. He

testified at the first Sperati trial. The report of his findings, dated January 4, 1944, makes for hilarious reading. Dr. Locard, after using a whole paragraph to sum up his qualifications, describes at length how he carefully measured thickness and mesh of paper, size of watermark, shape of perforations, details and dimensions of design. The report concludes with his final authoritative statement that the stamp is genuine. Not surprisingly he also pronounced authentic the other seventeen counterfeits. It was certainly unfortunate that he did not know how to distinguish one printing process from another.

Actually, Sperati did not have to depend on chalky paper. His methods were far more refined. His most remarkable achievement was to remove the printed image by dissolving it. Bleaching of course, would not remove the image, it would only turn it colorless through chemical change. Some of his image-dissolving formulas had the added advantage of not affecting the gum. This enabled him to make use of an almost limitless supply and variety of papers, some with original gum.



Figure 3. A Sperati creation. The inverted cliché was position 131, the first stamp in the fourteenth row. It cannot have a stamp to its left. The strip is impossible.

Sperati was not devoid of humor, although his manifestations of it were devious (Figure 3). He never applied overprints (he considered himself above this), but he did make a few overprinted stamps, such as Gibraltar #7, the one shilling brown. He dissolved the image from a used low value of the 1886 issue, leaving the genuine overprint and cancellation on the blank watermarked and perforated paper. Then he printed the one shilling Bermuda design on it. For this stamp the paper was left porous and the ink of the impression, having been absorbed into the overprint and the cancellation, gives the appearance of being beneath them. This most unorthodox manner of producing an overprint floored many an expert.

Ingenious too were his inverted heads of Naples and Sardinia. By dissolving the frame and printing a new frame upside down, he led the experts down the garden path. They examined the embossed heads, which naturally were genuine.

One final note. Most Sperati counterfeits in reference collections are of post-1942 vintage. These are of inferior quality. After 1942 Sperati began to receive orders from collectors and dealers. Many wanted large quantities. As a result he went into wholesale production with the inevitable deterioration of his previous quality standards.

#### ALTERATIONS

This is an entirely different type of forgery. Here we deal with a genuine stamp which has been subjected to a mechanical or chemical operation. This treatment, however, can be applied for two different reasons. It can be done to improve the stamp's condition or appearance, or it can be done to make it resemble another more valuable stamp. The former is a repair; the latter is a forgery. The distinction is important. Although the subject of repairs is not within the province of this article, a few words ought to be said about it.

Let me say by way of preface that I consider a repair a perfectly legitimate and respectable operation. By definition a repair restores the stamp to its original appearance. Anyone who has ever seen the pitiful remnants of an Hawaiian Missionary stamp which survived the ravages of time will appreciate the artistry and craftsmanship needed to restore it (Figure 4). In this country the restoration of stamps has not yet received the same recognition that is duly accorded the restoration of rare paintings, etchings, porcelains, furniture, etc. Some hold the viewpoint that a repaired stamp affords the unscrupulous a means to defraud the public, and equate the repair with the possible fraud that could be committed with it. The premise is wrong.

Figure 4



An alteration is exactly the opposite of a repair. It changes, rather than restores, the stamp's appearance. This is accomplished by altering certain parts of the stamp. Without exception the intent is deceit. It is an extremely popular activity, and the number and variety extant attest to an impressive inventiveness.

Probably the simplest form of alteration is done with scissors, trimming the perforations so the stamp appears to be the imperforate one, or clipping only two sides to make a coil.

When the perforated variety is more valuable, then the imperforate stamp is perforated. We are often led to believe that costly machinery is needed, but the tool most often used is a sawed-off injection needle. Equipped with a set of needles in different diameters and using a perforated stamp as a gauge, one can imitate any size of perforation.

The color of paper can be changed by dyeing, to make such items as the U.S. 1909 bluish papers. The wide range of available coloring matter includes some surprising items: Baden #4 soaked in coffee becomes #1; in tea, the even scarcer #1a.

The color of ink is changed chemically to make rare color errors or trial color proofs. This is usually done with acids, sometimes with fumes. The vapor of a drop of mercury, in a tightly closed jar, will turn certain colors a bright red.

Missing colors are made by bleaching, some with chemicals, others by exposing the stamp to sunlight. Gold embossed heads are loosened by heat.

Embossings are pressed into the paper to resemble grills. Some may strike us as weird, such as 1869 re-issues that received forged grills to resemble the regular stamps. But there was a time when the grilled issue was more expensive.

Scraping changes the design. It can turn a U.S. two cents carmine type III into type II. It can even make margins larger by scraping off the frame line, often done on such closely printed stamps as the Geneva small eagle, early Baden or Wurttemberg.

Manuscript cancellations are removed with ink eradicator to make the stamp appear unused. Norway #1 with manuscript cancel is now so scarce that it warrants a premium.

Overprints too can sometimes be removed. Noteworthy are the Sweden 55 öre and 80 öre 1918. All but one thousand of each were overprinted with an ink that dissolves in kerosene. Usually when specimen overprints are removed, cancellations are added to hide the traces.

The drawing in of center lines can improve a block of the 2c Harding imperforate, or make a forged 10c yellow 1909 coil more believable. One artistic gentleman even made forgeries of the rare Naples ½ tornesi blue by carefully painting over a genuine ½ grana lake, line by line.

The list is endless but, I think, more entertaining than frightening. I do not believe that the knowledgeable collector will be misled so easily.

Far more dangerous are those alterations, where the techniques commonly used in repair work are applied. An example will show how deceptive these can be.

A pair of Argentina #13, the perforated 15 centavos Rivadavia, is shaved so that a very thin top layer with the design remains. Next the two images are cut precisely to size. Then a pair of the imperforate 5 centavos, #8, is sliced horizontally to furnish the thick bottom layer of watermarked paper. The two 15 centavos images are then affixed to this base. With the proper adhesive, such as an extremely thin layer of porous heat sensitive plastic, and applied pressure the two images merge with the bottom paper, leaving only a very slightly raised edge at the frame lines. This slight relief is not objectionable, it happens to be characteristic for an engraved stamp. Finally the missing parts of the cancellation are painted in and a signature is added to the back. The inexpensive perforated pair has now become a very rare and expensive imperforate pair of #10. Dipping in fluid will not betray the operation and since it is a pair there is no fear of clipped off perforations. Besides, it is signed, isn't it?



Figure 5

More obvious and more easily detectable are inverted centers. These are made in much the same manner. Two identical stamps are used. One furnishes the bottom layer of paper and the frame, the other the center. It should be noted that this operation does not disturb the gum. A mint condition therefore does not guarantee authenticity.

But genuine inverted centers do have a particular characteristic. Frame and center are printed separately and will almost always overlap in one or more places. A center that has been inserted mechanically can never extend into the frame.

Figure 5 shows a genuine 24c air post with inverted center; Figure 6, a partial enlargement of a forgery. The photograph shows that the design of the center ends at the frame line. It does not cross it. Comparison with a regular

24c air post stamp will show unequivocally that this center design is incomplete, a phenomenon so unnatural as to provide a most simple means of recognition.

One might query the purpose of making this forgery. Wouldn't it surely be carefully examined? Sometimes it isn't. The truth is that the skillful swindler can avoid examination. By relying on the victim's greed he can plant it in a collection as a sleeper or use it as collateral for a loan. It has been done with worse imitations.

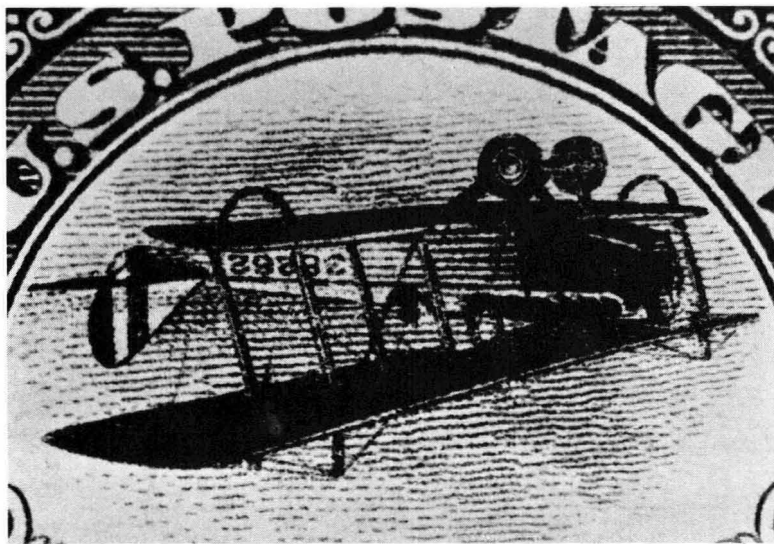


Figure 6

#### THE DETECTION OF FORGERIES

The serious and profound study of forgeries is the province of the expert. It is beyond the scope of the amateur's possibilities. But a moderate understanding of forger's techniques will greatly enlarge the cognition of the collector, who then will be well equipped to carry out a systematic examination. This enables the collector to discover what it is that should be investigated. There is a great deal of joy and satisfaction to be derived from this, as well as an efficient protection against fraudulent items.

The examination of a stamp starts with the assumption that it is a forgery and attempts to prove this. A step by step investigation of all possibilities will then always indicate the critical areas. Generally a good question to ask is: What can it be made off? It is surprising how often this simple question leads directly to the heart of the matter.

The methodical examination is of inestimable value, even in the most difficult situations. Such a case may occur when a collector is confronted with a notoriously dangerous item, one of which there are more fakes than genuine, one that he possibly has never seen before. A good example is the Switzerland Double Geneva (Figure 7).

The sections about overprints, cancellations and alterations can be ignored. They do not apply here. But the possibility of being a counterfeit has to be considered.

The genuine stamp is lithographed. This is our first point of investigation. If the item has been printed by any other process—typography, engraving, heliogravure, collotype, offset, etc.—then it can immediately be pronounced a counterfeit.

We will assume our copy is lithographed. The next step is the examination of the design. The image of the original drawing was transferred to the printing stone one at a time. The design is constant in all positions. This stamp has been

extensively described in philatelic publications. From these we can study the distinctive characteristics, such as: the first A in Cantonal is an inverted V, the second A has the top part filled in; the dividing line in the middle is slightly off center to the right; the first l in local is under the point of the shield on the right stamp, to the left of it on the left stamp; and so on, the banderoles, the B in tenebras, the breaks in the lines, etc., etc., etc.

We will assume that all characteristics check out correctly. We have reached a situation where we have exhausted our means and we have not been able to identify the item positively as a counterfeit. We must now consider the possibility that it might be genuine.



Figure 7. The Double Geneva. One of the finest examples known. Ex Caspary, Lilly.

At this point the collector is advised to take recourse to the services of a recognized expert. The final conclusive evidence is to be found in the so-called lithographic flaws. These flaws take the form of minute imperfections or tiny colored specks. They are caused by irregularities in the oily ink or by tiny splashes of it. Some occurred during the transfer process, and these are constant on all positions. Others occurred on the stone and are constant only for a particular position. Still others were formed during the printing of the stamps, and these may or may not show on a particular position. These flaws are microscopically small and do not always show clearly. On all lithographed counterfeits, including Sperati's, most or all of the characteristic flaws are missing, while others, not found on the genuine stamps, have made their appearance. This final conclusive examination should be performed only by a person thoroughly familiar with this stamp and having the necessary reference material.

#### THE NEED FOR EXPERTS

The regulation of this profession is long overdue. Any individual who so desires can proclaim himself an expert, implying qualification with such titles as Professional Philatelist, International Expert. Do we not know of those who, in order to facilitate and encourage transactions, have benevolently bestowed the title of expert upon themselves?

It certainly seems incongruous. Not even a haircut can be given without a license, but opinions involving thousands of dollars can be handed out unrestrainedly.

This is a serious matter, of the highest degree of interest to all philatelists. It is of great importance that collectors, before submitting a stamp, should ex-



amine the competence of the expert and have a clear idea of this person's qualifications and reputation.

Rating highest on the list is the Recognized Expert. This is a person who has a thorough and profound knowledge of papers, printing processes, printing inks, cancellations, gum, design characteristics, reprints, perforations, rates, usages, repairs, forging techniques, plus an extensive reference collection of genuine stamps as well as forgeries. He has this for each stamp he expertizes.

These experts are recognized the world over by leading dealers and collectors as the authority on the particular stamps or issues they examine. They stake their professional reputations on their opinions by placing their signatures on the certificates they issue.

Closely following is the knowledgeable collector. This is the collector who has specialized in a certain stamp or issue, has an extensive collection, and has dedicated many years to the study of his specialty. There are a number who would unreservedly qualify as experts in their fields were they to make their knowledge available.

In the third place is the knowledgeable dealer who through many years of continuous handling has become proficient in recognizing the genuine stamp. This type of dealer consistently backs up his judgment with his own money.

And then there are the "experts", unaware that their little knowledge and limited experience are clearly visible to the cognizant, unaware that foolishness is their native tongue. There is an abundance of these. It must be a great and glorious thing to be an expert. But wishing is not much of a qualification. Dr. Locard, the "expert" who pronounced genuine the eighteen Sperati counterfeits, is a frightening example. It is indeed incredible that one who professed to be an expert could be so ignorant of fundamentals.

Some of these "experts" came to believe themselves capable because they are surrounded by people who know even less. Others, by virtue of their profession, live in the illusion of sageness. Recently I saw an ad wherein a physician offered his services as a philatelic consultant. I wonder how he would react were I to advertise in a medical journal offering my services as a consultant for appendectomies.

It would benefit all those who believe themselves qualified, if they were to read Sperati's book *Philately Without Experts*<sup>2</sup>, and acquaint themselves with the qualifications an expert must have. After the shock wears off, it might induce some to perform a great service to philately by taking up a different activity.

Finally there are the expert committees. A few are composed of experts. These committees make a point of mentioning names. It is a valuable asset. Others keep the list of their members a secret. A few words should be said about the latter.

The need for competent experts, and there are all too few, has caused concerned philatelists to search for an alternative. They formed groups, believing that in numbers there is safety, and called them Expert Committees. But quantity is a sad substitute for quality. I quote from the rules and regulations of one of them: ". . . seeks to render a public service in the expressing of opinions of non-professionals." There is no reason to doubt the statement, the results consistently confirm it. The amateurs who pass judgment remain conveniently anonymous, while the certificates are signed by a secretary. I cannot believe that anyone can fail to see the significance of this. There is one group that calls its service "Expertization." This word does not exist in Webster's dictionary. There must be a lesson here.

Limitations of space have not permitted this article to do more than scratch the surface of the subject. Much had to be left unsaid.

It is my hope that my readers will gain in knowledge and understanding from these pages and that some will be stimulated to greater proficiency in their own fields. It cannot be over-emphasized that there is no substitute for knowledge. I hope this article serves as a primer—an elementary introduction—from which we go on to higher levels of learning in this subject.

## GOULDSBORO, PA.

Figure A shows a cover submitted by Mr. Alan T. Atkins which bears on its face both a straight line and a double circle townmark from Gouldsboro, Pennsylvania. Figure B shows the same cover with the stamp lifted to reveal the FREE marking beneath. Mr. Atkins speculates that the straight line townmark and the FREE marking were pre-printed or handstamped on a number of envelopes by the postmaster. Space has been left for the free frank above the straight line townmark and, of course, for the date below.



Figure A

In this particular case, he did not use his free frank, but rather prepaid the cover with a 3c 1857 (Type II), partially covering the FREE. The stamp was then cancelled with his normal circular townmark.



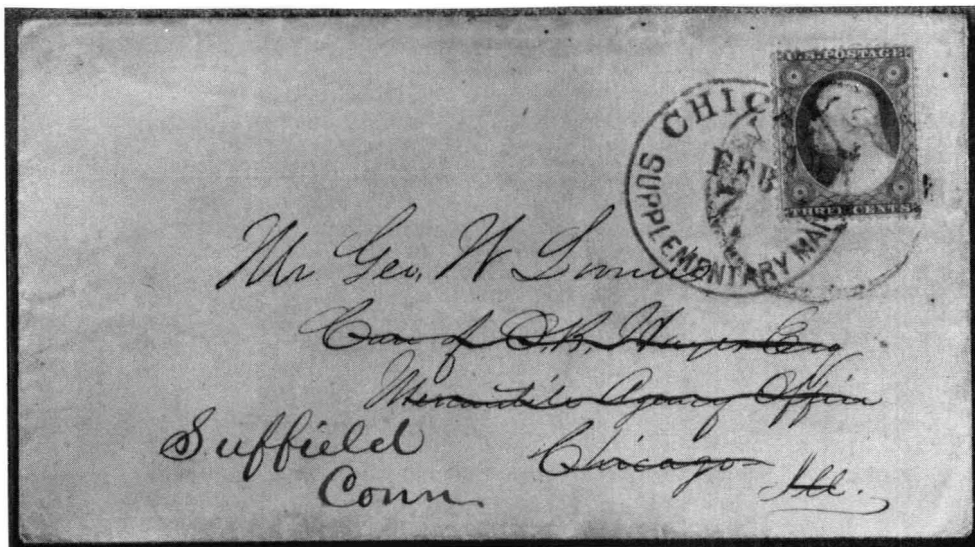
Figure B

This is the only cover bearing both a circular and straight line townmark of the same town that has come to your editor's attention. Also, except for the mail which left San Francisco on August 1, 1849, this is the only other instance

of both types of townmarks being used contemporaneously at one town of which I am aware. Do any of our members know of others?

### CHICAGO SUPPLEMENTARY MAIL

Mr. Henry S. Nowak reports the cover illustrated here with a 32mm CHICAGO/D/SUPPLEMENTARY MAIL marking struck in blue. The enclosed letter is datelined "New York/Jan'y 12, 1860." Assuming the year date is correct, this is almost a full year prior to the previously reported date of January 10, 1861 (*Chicago Postal History*, Harvey M. Karlen, p. 107.)



The other outstanding feature of this cover, of course, is the fact that the handstamp is used as a forwarding marking, the only example of this use thus far reported.

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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### THE 10c 1861 "TAG" VARIETY

WILLIAM S. WEISMANN

The 1861 issue presents a fertile area for philatelic research. In the past, most attention has been concentrated on postal history and cancellations, while varieties on the stamps themselves have been overlooked. With this in mind I am presenting these comments about the plate origin of the TAG variety which is found on the ten cent Type II stamp of the 1861 issue. The purpose of this article is to publicize my findings and to stimulate further research. I am indebted to the following for the loan of material and for their thoughtful assistance: the late Tony Russo, Rev. George Muresan, Charless Hahn, Paul Rohloff, and Ray Vogel.

Three plates were used to print the ten cent stamps of the 1861 issue. Plate No. 4 was used to print the ten cent "August Issue" essay and the Type I stamp which was issued and used for postage. Plate No. 15 and Plate No. 26 were used to print the Type II stamps and those which were grilled in 1867. The Type II stamp often is found with markings in the letters T, A and G of POSTAGE.<sup>1</sup> The most probable cause of this TAG marking was a defect on the transfer roll.<sup>2</sup> The purpose of this article is not to identify all possible causes of the TAG variety, but to examine its plate origin. In the past it was believed that Plate No. 15 produced only non-TAG stamps and that all the TAG varieties came from Plate No. 26, but this theory is disproved by new evidence.

Illustrations 1 and 2 are visible evidence that the old theory of the plate origin of the TAG variety is wrong. Illustration 1 shows a plate number single from Plate No. 15 with clear evidence of a TAG marking. Illustration 2 shows a plate number single from Plate No. 26 with no evidence of the TAG marking. The purpose of this article is to examine this new evidence and to propose a new theory to explain the plate origin of the TAG variety, namely, that it was caused by the re-entry of Plate No. 15.

#### PLATE NO. 15, FIRST STATE

Plate No. 15 was produced during the early Summer of 1861 and stamps were printed from it in July.<sup>3</sup> The earliest known use of a ten cent Type II stamp is August 20, 1861.<sup>4</sup> None of the early uses examined by the author shows TAG markings. This includes an examination of covers used in 1861 and 1862. Dos Passos lists November 14, 1863, as the earliest date on which he has seen a Type II used which shows the TAG variety.<sup>5</sup> It is apparent that Plate No. 15 produced no TAG stamps prior to 1863. It was this fact which apparently misled earlier students into believing that TAG stamps originated from Plate No. 26.

#### PLATE NO. 15, LATE STATE

It is my thesis that the illustrated plate number stamp from Plate No. 15 did not come from the plate in its first state. Support for this is the fact that no TAG stamps have been found used in 1861 or 1862 when Plate No. 15 certainly was used to print ten cent stamps. Brookman stated in reference to the TAG marking: "It occurs in blocks but we have never seen it in combination with a stamp that did not have this variety although such may very well exist."<sup>6</sup> The author's examination of multiples supports Brookman's statement on the scarcity of TAG/non-TAG multiples. Thus, if Plate No. 15, First State, produced the illustrated stamp, nearby positions on the plate also would have produced TAG stamps if the observations of Brookman and the author are correct. If this were the case, TAG stamps from Plate No. 15, First State, would be plentiful and would have been seen on covers used in 1861 or 1862.

The almost certain cause of the TAG variety is the re-entry of Plate No. 15. It is probable that the transfer roll used to re-enter the plate was flawed, most prominently in the letters T, A, and G of POSTAGE.

Plate wear could not account for the TAG variety. Because of the observed scarcity of TAG/non-TAG multiples, it would have been necessary for virtually each position to have worn in the same fashion at the same time to produce the TAG varieties. This is so unlikely that it may be dismissed as an impossibility. Plate damage due to accident likewise is rejected as an explanation because of the extreme improbability that any type of damage could affect multiple positions similarly.

It should be noted that not all positions produced TAG stamps. In the Caspary sale, there was a mint block of 18 (6 x 3) of the "F" Grill which contained 15 TAG and 3 non-TAG positions.<sup>7</sup> A possible explanation for this TAG/non-TAG combination is that not all positions on the plate were re-entered. Those positions not re-entered produced non-TAG stamps.

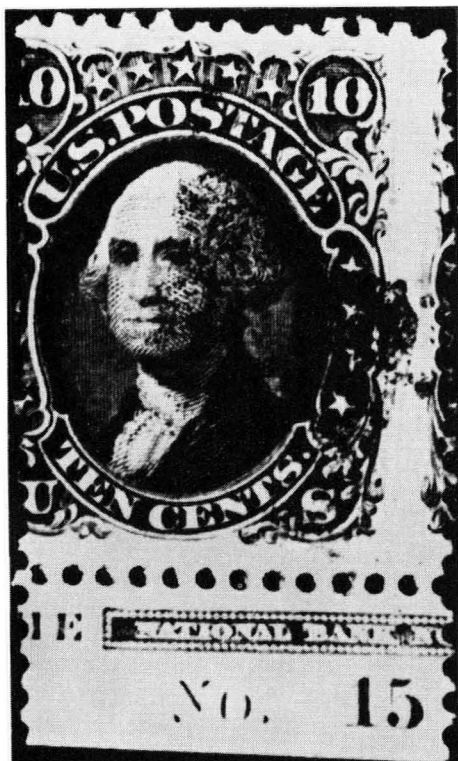


Illustration 1

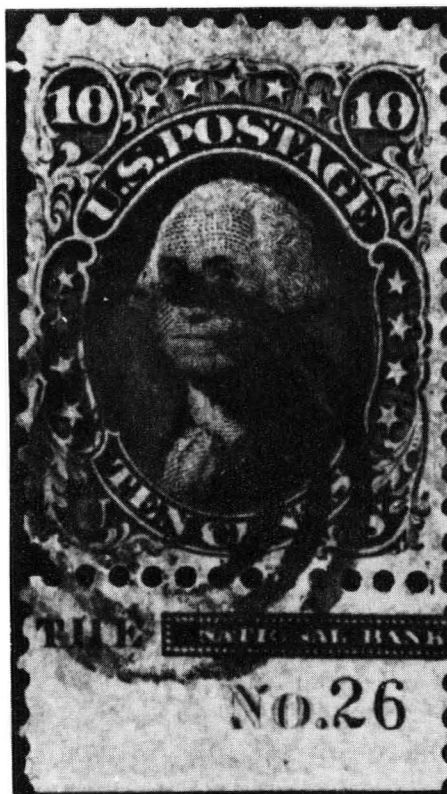


Illustration 2

#### REASONS FOR RE-ENTERING PLATE NO. 15

There are several possible causes for the re-entry of Plate No. 15. First, it is possible that Plate No. 15 was never finished properly (*i.e.*, properly hardened, burnished and polished). Evidence which supports this theory is the presence of heavy "blurs" at the sides of the stamps which show very clearly in early impressions. These blurs were caused by excess metal at the side of the positions which was not burnished out. Guide dots and lay-out lines commonly are found on stamps from Plate No. 15 during this period. In addition, many copies from this period show an ink film covering the stamps, evidently resulting from pitting on the plate because of improper finishing.<sup>8</sup> The demands of time may have forced the National Banknote Company to put Plate No. 15 into service before it was finished properly. It must be remembered that there was great time pressure upon the National Banknote Company to produce the 1861 issue to replace the demonetized 1857 issue. This improper finishing may have caused Plate No. 15 to wear excessively, necessitating re-entry. This possibility probably fails to withstand analysis, however. If Plate No. 15 had been finished that poorly, could

it have survived the thousands of impressions it undoubtedly produced in its first state?

A second possible reason for re-entering Plate No. 15 is deterioration of the plate caused by the ink used to print the ten cent stamps. Early printings of the Type II stamps come in the deep green "August shade." Later printings, however, come in decidedly different shades of green. Was this change made because the ink used in the first printings had an adverse effect upon the plate and, if so, did this eventually necessitate re-entry? This possibility is doubtful because there is no evidence that green pigments, such as those used in the inks of that day, caused deterioration in steel plates. The ten cent 1855 and 1860 plates, for example, show no evidence of deterioration due to ink characteristics.

The most likely reason for re-entering Plate No. 15 is plate wear due to use. Large quantities of the ten cent stamp were needed to pay the more common rates between the East and West coasts and to Canada. The stamps printed to meet this demand from August, 1861 to mid-1863 came from Plate No. 15. It is important to note that at least four other plates of the 1861-66 issue were re-entered.<sup>9</sup> Plate No. 6 (twenty-four cent), Plate No. 16 (twelve cent), Plate No. 17 (five cent), and Plate No. 41 (fifteen cent) all were re-entered. Thus it would not have been unusual for the National Banknote Company to have re-entered Plate No. 15.

#### PLATE NO. 26

Just as earlier students were incorrect in assuming that Plate No. 15 produced exclusively non-TAG stamps, they also were incorrect in believing that Plate No. 26 produced exclusively TAG stamps. Illustration 2 is a plate number single from Plate No. 26, showing no evidence of TAG markings. The study of the 1867 grilled issue is useful because these stamps came from later printings and thus were produced by Plate No. 15, Late State, and Plate No. 26. My examination of grilled ten cent stamps leads me to conclude that about one half are TAG stamps and about one half are non-TAG stamps. Because both plates were used to print the grilled stamps and, if Plate No. 15, Late State, produced mostly TAG stamps, it is likely that Plate No. 26 contained either all or almost all non-TAG positions.

#### CONCLUSIONS

Plate No. 15, First State, produced non-TAG stamps exclusively. Sometime, probably in mid-1863,<sup>10</sup> Plate No. 15 was re-entered and most of the positions on the re-entered plate produced TAG stamps. Because there are some TAG/non-TAG combination multiples it must be concluded that not every position produced a TAG stamp. The probable reason for this is that not every position was re-entered.

My observations on the division between TAG and non-TAG varieties of the grilled ten cent stamp and the illustrated plate number single from Plate No. 26 lead me to believe that Plate No. 26 contained most, if not all non-TAG positions. It is impossible to determine with certainty whether Plate No. 26 produced TAG stamps as well.

If the same transfer roll was used either to enter Plate No. 26, or to re-enter it at a later date, and there was damage on an entry relief, then TAG varieties from Plate No. 26 must exist. There are many possibilities on this point. If the transfer roll had more than one relief, of which but one was damaged, then only a fraction of the stamps produced by a new plate would be TAG varieties. If the transfer roll had but one relief, which became damaged midway through entering a new plate, then only those positions entered after the damage occurred would be TAG varieties. The damage could have been progressive, which could account for the large differences in the intensity of the variety from one stamp to another. More data are needed.

It is my hope that this article will stimulate its readers to examine their covers, stamps and proofs. If any plate varieties are noted, the author would be grateful to receive this information. In addition, the examination of covers is necessary to pinpoint the earliest use of TAG stamps. My conclusions are a com-

bination of hard fact and logical deduction. These conclusions are tentative and I welcome any comments based upon them.

#### Footnotes

1. The following articles present a good description of the TAG variety: Cyril F. Dos Passos, "A Problem Concerning the 10c 1861 Type II United States Postage Stamp," *The American Philatelist*, Dec., 1956, pp. 197-201, and "The 10c Type II with TAG Marking," *The American Philatelist*, March, 1959, pp. 423-4; R. J. Engle, Jr., "The 10 cent TAG Stamp of 1861," *The American Philatelist*, Nov., 1960, pp. 109-114.
2. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, Vol. II, p. 47. New York: H. L. Lindquist Publications, Inc., 1966.
3. Elliott Perry, *Pat Paragraphs*, No. 43 (April, 1943), p. 1375.
4. Stanley B. Ashbrook, *Special Service*, p. 119 (Sept. 1, 1952).
5. Dos Passos, *op. cit.*, p. 197.
6. Brookman, *op. cit.*
7. See, Dos Passos, *op. cit.*, pp. 199-201. See also, H. R. Harmer, Inc., *Alfred H. Caspary Collection of United States General Issues 1861-1888*, Nov. 19, 20, 21, 1956, lot 254.
8. Cf. the one cent stamp of 1857. See, e.g., Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861*, p. 473, U.S.P.C.S., 1972.
9. Karl Burroughs, "Four Re-entered Plates of the U.S. 1861-66 Issues", *The Essay-Proof Journal*, June, 1944.
10. The mid-1863 date is used because November 14, 1863, is the date given by Dos Passos for the first appearance of a TAG stamp. Dos Passos, *op. cit.*, p. 197.

### THE STURTEVANT CORRESPONDENCE

From aboard the U.S.S. "Rhode Island," West India Squadron

RICHARD B. GRAHAM

In the *Postal History Journal* of April 1961, Whole No. 6, the author had an article, "Mail to and From Ships of the United States Navy, 1861-65." Included in that article was a summary of a most interesting series of covers, nearly all with complete letter content, from a surgeon aboard the U.S.S. *Rhode Island*, a navy steamer on blockade duty in the West Indies in 1863.

The correspondence then belonged to the late Maurice C. Blake of Boston, who kindly loaned it to the writer for analysis. When the Blake collection came up in auction a few years ago, this correspondence was offered as a single lot, and the writer was fortunate enough to acquire it.

The correspondence is directed to a Miss Nannie Sturtevant of Boston, who was the fiancee of the sender of the letters, Assistant Surgeon Samuel Gilbert Webber, Surgeon of the U.S.S. *Rhode Island*. There were fourteen covers in the lot, (and one has since been added) which run between (dateline) June 23, 1863, and the first weeks of 1864. As is often the case with these early correspondences, the letters were numbered in sequence, and the numbers of these range from 34 to 60. Numbering was done so that both correspondents could determine whether everything mailed arrived, and to know the order in which letters were sent. As may be seen later, the order sent was frequently not the order in which they were received.

The *Rhode Island* was a part of the West India Squadron, founded in 1862 to protect the "California" steamers running through the Windward Passage (separating Cuba and Hispaniola or San Domingo) between the Isthmus of Panama and New York. On the northern passage, the ships usually carried gold from California, and would have made a rich plum for a Confederate cruiser to pick off. The *Rhode Island* was based at Cape Haitien, located on Haiti's north shore, just east of the Windward Passage.

Table I lists sixteen covers, showing the place where written, number in the sequence, postal markings and rate, and also arrival date at Boston. All of the covers are unpaid, and all have the small Boston receiving marking on the face, classified in *Boston Postal Markings to 1890* as Nos. 2232-2235. These markings are the major reason for Mr. Blake's ownership of the covers, as he was one of the authors of that book. Actually, the lot included only a little more than half the correspondence. As noted, the writer has since acquired one other cover of the sequence. Still another cover exists, that shown in Figure 1. This photo was sent to us by the late Henry A. Meyer, who had apparently been able to photograph the cover at some earlier date. If other covers of the correspondence exist (and we imagine the correspondence was divided at the time it entered the philatelic

market), the writer would like to record them. We would also like to see the cover of Figure 1 and record its contents.

The major interest to the postal historian is the different ways the covers were sent back to Boston. Figure 1 is very representative of the covers, bearing the marking most common in the sequence, the STEAMSHIP/20 marking. No other covers in the correspondence bear the purser's marking of the *Santiago de Cuba* of which more will be said later. The cover size and shape are also typical. Plate I illustrates most of the markings on these covers.



Figure 1. From aboard the "U.S. S. Rhode Island," at sea in the West Indies in August, 1863. Given aboard another vessel of the West India Squadron, the "U.S. S. Santiago de Cuba," and placed by that vessel aboard the northbound California steamer en route to New York. From photo files of Henry A. Meyer.

Both the U.S.S. *Rhode Island* (see Figure 2) and the U.S.S. *Santiago de Cuba* (Figure 3) were merchant vessels purchased into the navy for blockade service. The former, the *Rhode Island*, had been built as the *John P. King* in 1860 by Spofford, Tileston & Co. for, we imagine, coastwise packet service. She promptly burned and was rebuilt under the name *Eagle*. A sidewheeler of about 1500 tons, she was extremely fast, with ample tonnage for carrying guns or coal. The *Santiago de Cuba* was also a fast sidewheeler, and these vessels were ideal for convoying the California mail steamers in waters where Confederate raiders could easily capture them. The mail steamers were fast ships and would have been hard to catch in the open waters, but ambush would have been easy in the passages and islands of the West Indies area. Even there, they moved fast. The records contain several references to complaints filed by captains of the mail steamers that the convoying Navy ships could not keep up. On one occasion, the Vanderbilt steamer *North Star* had to tow one of the convoyers into Port Royal, S. C., the latter having burned up her engine trying to keep up with the *North Star*.

The escort was necessary, however, as proven by the one capture made. This was the Vanderbilt steamer *Ariel*, taken on her southbound trip in December, 1862. Since the *Ariel* was on her way to Panama, she carried very little treasure, although a ransom, payable after the war, was placed upon the *Ariel* by her captor, the C.S.S. *Alabama*, the best known of the Confederate cruisers.

The California steamers which operated during the war, on the Atlantic side with which we are concerned, were the *Ariel*, *Champion*, *Costa Rica*, *New York*, *Northern Light*, *North Star* and *Ocean Queen*. The route was a contract mail route of the United States, the contract then being held by "Commodore" Cornelius Vanderbilt. The contract demanded reasonable speed and constant schedules.

As noted before, Table I lists the covers, and where the enclosed letters were datelined. The letters are both informative and interesting. Written by Surgeon Webber, who signs his name "Gilbert" (confusing in a way, as his name is listed in the 1864 *Navy Register* as "Samuel G. Webber"), there are descriptions of chases of blockade runners, visits to towns such as Port au Prince and St. Thomas,



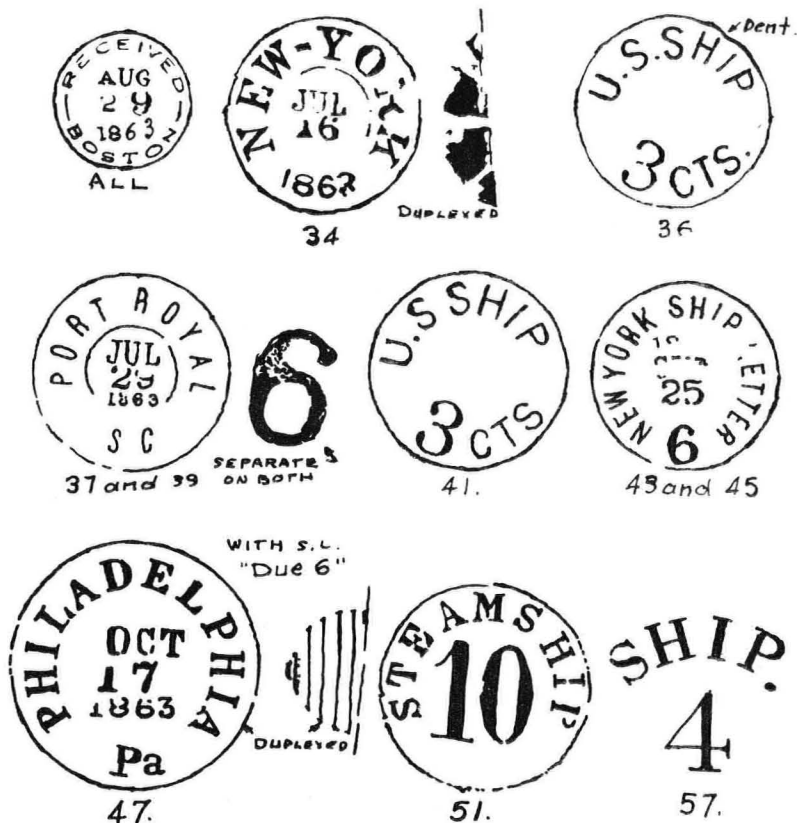


Plate I. The markings appearing on the various covers.

D.W.I., and nicely done pencil sketches of the up to two inch long cockroaches aboard the *Rhode Island* which ran across the table before him as he wrote.

The major sea route by which the letters travelled home was aboard the California steamers. In his letter No. 36, Webber instructed his sweetheart to address his mail to "Assist. Surgeon S. G. Webber/ U.S. Str Rhode Island/ West India Sqdn/via California Steamer and Convoy." Later, in his No. 47, he changed the latter part to read "Care California Mail Agent/ No. 5 Bowling Green/ New York, N.Y." The *Rhode Island* had been assigned to the West India Squadron in December of 1862, and Webber had just gone aboard her at that time. It is assumed that portions of the correspondence earlier than June 1863 may exist, but the writer has seen none. Most of those, judging by comments of Webber early in the sequence, went via Key West.

In conveying, the *Rhode Island* apparently took the southbound trip during the earlier part of the correspondence. While there was thus no problem in getting the mail bag from New York, since the ships usually met off Mariguana Island, well north of the Windward Passage, mail placed aboard the mail ship might have to be taken to the Isthmus before returning to New York. Consequently, Webber usually had to look for other ways of sending mail northward at the time. The content of his letters is very useful here; he nearly always tells when and by what route the last letter went, and often, if the route is known and not the usual one, how the present letter will be sent.

This habit is of value in analyzing letter No. 36. According to both its contents and that of the next, No. 36 was actually sent in the mail bag aboard the southbound steamer *Champion*. Yet the cover does not bear the circular "STEAMSHIP" due marking normally appearing on covers brought to New York by these ships. The last date in the enclosed letter of No. 36 (Webber wrote a little each few days until the letter was sent; he then started another) is July 10, 1863. The Boston receiving marking on the cover front is dated July 28,

but the origin marking is not the marking applied to mail incoming from the California steamers at New York. Rather, it bears a "U.S. SHIP/3 Cts" marking which was normally applied to naval and military mails from the area of Charleston, S. C. The marking is distinguishable by a pronounced indentation in the circle above the letters "H" and "I" of "SHIP." The writer owns several covers with positive proof of origin, having the marking, and all are from the blockaders or troops at Charleston.

Just how this cover got from the *Champion* to the vessels off Charleston has to be guesswork; a reasonable assumption is that the *Champion* encountered one of the Navy's ships bound there and sent the West India mail bags back northward with her, rather than carrying them on to Aspinwall at the Isthmus.

No. 34, which entered the mail at New York, Nos. 37 and 39, which are post-marked Port Royal, S. C., the main Navy base of the South Atlantic Blockading Squadron, and No. 47 are all double rate letters without any ship markings. Under the postal regulations then in effect, as of July 1, 1863, both ship letters and also all domestic letters found in the mails with postage not paid, were to be charged double rate. The latter provision was in effect only until in mid 1864, but it was current during the entire period during which this correspondence entered the mails.

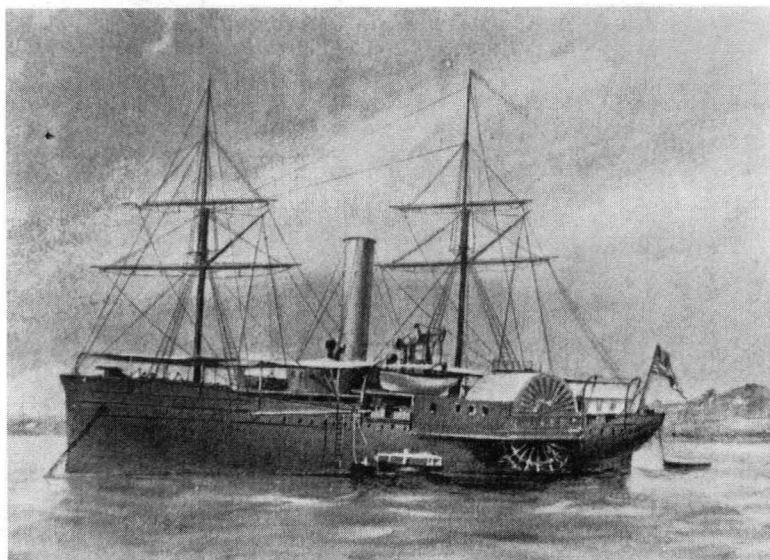


Figure 2. The "U.S. S. Rhode Island." From ORN, Series I, Vol. 2.

The rates are really not exactly the same. The ship letter should always have been so marked, as it applied whether postage was prepaid or not, and was to include the 2c ship fee paid to the private ship turning in the letter to the post office. The double unpaid domestic rate actually had nothing to do with ship fees. It was charged only on whatever portion of the postage was unpaid, and was a penalty to discourage not prepaying letters. Previous and later practice was to send all such letters, when totally unpaid in the domestic mails, to the dead letter office.

No. 34, according to Webber's comment in the letter, probably went by a schooner, the *M. S. Hathaway*. This vessel is listed in the National Archives' *List of American Flag Vessels . . . at the Port of New York* (see Bibliography for the full title) as having been built at Columbia, Maine in 1861, and entered at the Port of New York, July 22, 1863. As the cover is postmarked July 16, 1863, this would seem to be verification of the usage, but the real question is why the *Hathaway's* master did not request the ship letter fee. Also of interest is that the "Due 6" rate marking on the cover is in manuscript—probably not very common at the New York post office at that time.

TABLE 1

Letter No.	1863 Date hdg	Place of Letter heading	Markings and Route	Cost to Recipient	Boston Rec'd date
34	6/23	Cape Haitien	N. Y. double concentric cds 7/16/63, ms. due 6. Probably by Navy ship into N.Y. (?) but without ship letter fee.	2 x 3c	7/17
36	7/7	Mariguana	26½ mm circ. U. S. SHIP/3cts. By Navy supply vessel.	1 x 3c	7/28
37	7/11	At sea, between Cuba & Haiti	Double concentric Port Royal cds 7/29 and "6." Probably by Naval courier to P. R. and handed in at P. O. No ship letter fee.	2 x 3c	8/4
39	7/19	At sea	Same as No. 37; cds of 8/6.	2 x 3c	8/14?
41	7/29	At sea	Same as No. 36.	1 x 3c	8/29
42	?	At sea	STEAMSHIP/20; Cal. Stmr.	2 x 10c	9/16
43	8/27	Cape Haitien	N. Y. cds 9/25. Ship letter; 6 cts due.	1 x 6c	9/26
45	9/8	St. Thomas D.W.I.	Same as No. 43; cds 10/3; 6 cts due.	1 x 6c	10/3
47	9/25	Cape Haitien	Phila. cds 10/17; straightline Due 6. Probably by Navy ship into yard. No ship fee.	2 x 3c	10/19
49	10/2	Cape Haitien	STEAMSHIP/20; Cal. Stmr.	2 x 10c	10/27
51	10/20	St. Thomas	STEAMSHIP/20; Cal. Stmr.	1 x 10c	10/27
52	10/25	At sea	Same as No. 49.	2 x 10c	11/27
56	11/29	At sea	Same as No. 49.	2 x 10c	12/29
57	12/10	At sea	Boston curved "SHIP/4" (Blake-Davis No. 688)	2 x 2c	1/11/64
59	12/29	At sea	Same as No. 49.	2 x 10c	1/6/64
60	12/31	Cape Haitien	Same as No. 49.	2 x 10c	1/29/64

Nos. 37 and 39 both entered the mails on July 29, 1863, at Port Royal, S. C., and were rated with 6c due. Neither has ship markings. Again, since neither letter weighs ½ oz., this is evidently the double rate due on "domestic letters found in the mails not prepaid." Both covers apparently went from Cape Haitien to Port Royal with the U. S. S. *Mercedita*, which was ordered to the latter place from Cape Haitien on July 23rd. This appears in *ORN*, (see Bibliography) Series I, Vol. 2, pages 400-401.

No. 41 is a very long letter. The last pages contain an account of the chase and capture by the *Rhode Island* on Aug. 17, 1863, of the blockade runner *Cronstadt*, outbound from Wilmington, N. C., with a cargo of cotton, turpentine and tobacco. The latter was condemned as a prize by the prize court of Boston a few months later, and, according to the records, after deductions for court expenses, some \$294,000 was divided among the squadron admiral and the crew of the *Rhode Island*. Webber, in his letter, commented that he intended to send his No. 41 north aboard the captured blockade runner, which the *Rhode Island's* prize crew was taking to Boston. However, in a report to the Navy Dept., dated on Aug. 17, 1863, "At sea, Lat. 28° 41' north, Long. 76° 41' West," Commander Trenchard of the *Rhode Island* commented that he intended to send the prize to Boston for adjudication, but with a stop at Port Royal. Since the cover bears a "U.S. SHIP/ 3 Cts" from a slightly different instrument than does No. 36, it is assumed that the mail bags sent aboard the *Cronstadt* were turned over to the Federal mail agent aboard the flagship at Port Royal, rather than to the postmaster at that port.

Cover No. 42, pictured as Figure 1, bears a pretty little handstamp, apparently applied by the officer of the *Santiago de Cuba* who took care of the mails, possibly the paymaster. Naval vessels of the Civil War had no purser as such; usually a chaplain or a paymaster served to accomplish as much of that function as was needed. Naval ships usually had mail bags for outgoing correspondence of the crew, and both official and personal mail of an entire squadron would be grouped to be transmitted to the United States by the best route avail-

able. At the time the cover shown in Figure 1 was sent, the *Santiago de Cuba* was also part of the West India Squadron, based at Cape Haitien. However, in the reports of Rear Admiral Lardner, commanding the squadron, of both Aug. 6 and Aug. 25, he indicates the *Rhode Island* had been cruising off the Bahama Islands and Providence Channel. The *Santiago de Cuba* was conveying California steamers between the islands of Mariguana and Navassa, three times a month. Whether the letter of Figure 1, Webber's No. 42, was left at Cape Haitien to be picked up or whether it was with a bag handed aboard the *Santiago de Cuba* in an encounter at sea is not known, but, in any case, the bag was undoubtedly handed aboard a California steamer being convoyed northward to New York by the latter.

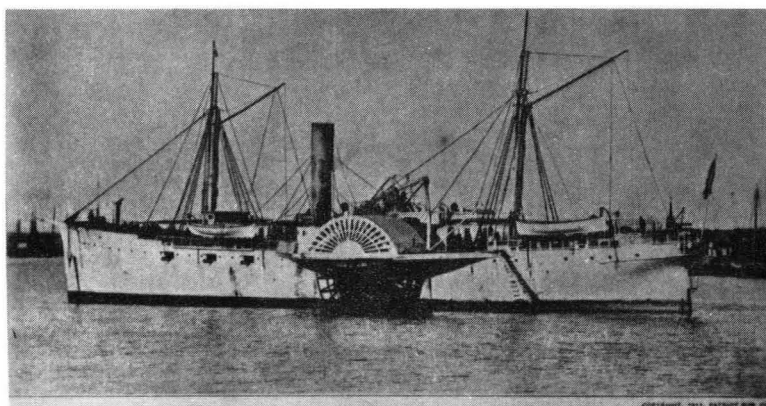


Figure 3. The "U.S. S. Santiago de Cuba" whose crew shared over \$1.5 million in prize money during the Civil War—more than any other ship. From Miller's "Photographic History of the Civil War, Review of Reviews," 1911.

Covers Nos. 34, 37, 39 and 47, which will be discussed later, all are apparently single weight letters charged double rate as "domestic letters found in the mails unpaid." The covers of letters Nos. 43 and 45 both indicate they were sent into New York by private ship, and were there rated up as ship letters, with double postage due. Webber comments in an earlier letter about a private ship line into New York, with monthly service from Port-au-Prince, Haiti, and he also notes there was weekly service overland from Port-au-Prince to Cape Haitien. We believe both Nos. 43 and 45 went via that route. Both contain short letters, and both were charged as single weight ship letters. The last date in No. 43 is Aug. 28th; it arrived at New York on Sept. 25th, and at Boston on the 26th. It is dated-lined Cape Haitien. Although the earliest date of No. 45 is from St. Thomas, D.W.I. on Sept. 8, the last entry of the letter is on Sept. 14, stating the *Rhode Island* would leave for Cape Haitien the next morning. Webber stated he wished to send "one more letter from here." Considering the markings and time interval, it seems probable that No. 45 went just as did No. 43, from Port au Prince by private ship to New York. The cover arrived at New York Oct. 3, being received in Boston the next day.

No. 47 was postmarked at Philadelphia Oct. 17, 1863, with a large circle Philadelphia duplex marking of the type normally used on domestic mails. The cover, including letter, is quite light, and the rate is again "double domestic for unpaid letters." Webber comments in his letter "The *Ticonderoga* goes home Monday or Tuesday, and I shall send this, I guess, then." The comment was written on Sept. 26th, and the remaining portion of the letter was written the following evening, a Sunday. In Vol. 2, Series I of the *ORN*, Rear Admiral Lardner reported to the Navy Dept. that on Sept. 28, the "*Ticonderoga*, Commander William Ronckendorff, [was] ordered to Philadelphia for repairs of engine."

All but one of the remaining covers bear "STEAMSHIP" markings with rates of 10 or 20 cents due. This marking was used on mails handed into the California mail steamer route, and the rate was 10c per single letter for distances under 2500 miles. Of these markings noted, all except No. 51 are 20c for double weight.

No. 51, containing a very minimal letter, is rated 10c due. In the letter, Webber noted that the mails were to close in just five minutes.

The exception to the steamship markings pattern is No. 57. It bears a Boston curved SHIP/ 4 marking, with the Boston "Received" handstamp of Jan. 16th. In his next to last entry in the letter, dated Dec. 17, 1863, Webber noted, "I think I shall send this by a mail that goes soon and not keep it for the California steamer. You will receive it sooner then. We go out on the 18th and must meet the steamer on the 19th or 20th." Since the steamers left New York, Southbound, on the 3rd, 13th and 23rd at this time, according to Webber's letters, then the *Rhode Island* must have been meeting a northbound steamer into New York, and rather good service would have been needed to get a letter to Boston sooner than by the mail steamers.

Actually, No. 57 was very slow in transmission. It reached Boston or, at any rate, was postmarked there on Jan. 16, 1864, and letter No. 59, at least, arrived there considerably sooner. The cover did apparently go direct to Boston by private ship, since the "SHIP/4" marking represents the rate for a ship single letter for local delivery. There was no transmission from another city. The 4c, of course, represents double the local delivery rate, for ship letters at the port, charged after July 1, 1863.

The *Rhode Island* was ordered north to Boston on March 19, 1864, and arrived at that port on the 28th. Presumably, a few more covers of the correspondence should exist with January and February dates, at least. The West India squadron was discontinued in September of 1864, although occasional convoying was done thereafter when Confederate cruisers were thought to be abroad.

Of the methods used to bring the mail north, the least expensive was to send the letters to the blockading forces off the southern coast, so that the cover could receive the "U.S. SHIP/3 Cts" rate. In spite of one such letter's being over ½ oz., weighed today, and the other's having supposedly contained a photo, neither letter was rated as double. The fastest method, but by far the most expensive, was via the California steamers. While the standard rate was 10c per half ounce, only one cover bears that rate. All the rest—Nos. 42, 49, 52, 56, 59, and 60—were rated as double. No. 59 actually weighs about ¼ oz., and contains but a single page, nor are any enclosures mentioned. It concludes abruptly, with a hastily scribbled note, in pencil, that they are about to board the homeward bound California steamer. It arrived at Boston on Jan. 6, 1864. Others are also of less than double rate, so just why 20c was charged is not known.

The last letter, No. 60, comments that No. 59 had been very short, and "it is only once in a while that we fall in with the boat returning to the states!"

The purpose of this article is to show that most Civil War ship letters or those with similar markings, can have a very interesting origin, and it is possible, with just a little evidence, in the form of origins and dates, to learn a great deal about how they were handled.

Whether most of the letters bearing numbers not listed here still exist, we have no idea. Reports of any that do, and their content, would be much appreciated by the author.

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

**THE 24c 1869 INVERT BLOCK**

Shown as Figure 1 is the pearl of the 1869 series and perhaps the most valuable single item in all U.S. philately. This is the unique 24c 1869 invert block of four, a most astonishing survivor. A year or two ago, in the pages of a popular magazine, your period editor speculated that this block was worth a quarter of a million dollars. Its recent sale, privately, confirmed the general accuracy of this estimate, though the actual sale price is not known.

Like all great philatelic items, this block has an interesting history. Its early background has been fairly well written up in the sources mentioned in the bibliography below. Facts from these works have been welded together here, and the history of the block for the last 35 years has been constructed from talks with old-time collectors and with the reluctant but always gentlemanly assistance of Raymond Weill, whose uncompromising respect for his clients' privacy we must all admire.



Figure 1. The unique block of four of the 24c 1869 stamp with center inverted. This piece recently sold privately for close to \$250,000.

When it was first discovered in Liverpool in the 1880s, this piece was a vertical block of six. Staggering to think about, but true. The best speculation is that it came from a package received by a Liverpool merchant firm. The finder's real name has not come down to us, because for the rest of his life he was known by Liverpool collectors only as "The Upside Down Man." The block was purchased by a satchel dealer, who quickly sold it, for five pounds (then around \$25), to a much larger Liverpool dealer, Thomas Ridpath.

Ridpath had an international clientele and a much better grasp of the market than the satcheleer. Ridpath sold the block, at a very considerable mark-up, to William Thorne of New York. The sale price is not known, but legend has it that the satcheleer was so distressed, when he heard the figure, that he never spoke about the block again, to anyone.

The buyer, Thorne, was a wealthy businessman then pioneering in an entirely new specialty, the collecting of blocks of four. He jumped at the chance to add such an unusual item to his collection. And, since he collected blocks of four *only*, he tore off a pair and sold it. This pair subsequently showed up in the F. W. Hunter Sale in 1900, and realized \$242. To the best of your editor's knowledge, it still survives.

Thorne ultimately sold his collection to A. W. Batchelder of the New England Stamp Company, a Boston firm whose interest in U.S. classics goes back many years. Batchelder was close to William H. Crocker, president of the San Francisco bank that still bears his name, and a collector Croesus of his day. Batchelder sold the block to Crocker for \$800. Crocker never showed his stamps, nor was he active in collector circles. He put the block in his vault and there it stayed for almost 40 years, until his death in 1937.

The reappearance of the block caused quite a stir. It was never well known to begin with, and after two generations it had virtually been forgotten. To the rescue came old Fred Melville, retained by the London auction firm of Harmer, Rooke, to write up the Crocker collection. Melville was the acknowledged dean of philatelic writers. He'd been at it for almost half a century, and his memory went back even further. He quickly settled any doubts about the pedigree of the invert block. "Most collectors," he wrote, "even specialists in the U.S., did not know there was such a block in existence. But then, with most people, memory is short. I remembered its existence, but had no idea where it had been hidden so long." He went on to recount some of the details mentioned above, and recalled that the block had actually been shown at least once, by Thorne, "in his celebrated exhibition of rarities at the Royal Institute of Painters in Water Colors in 1897." He even recalled a snide comment, at this show, from the lips of a collector named M. P. Castle, who had called the block "the apotheosis of bloating." Even in the 19th century, collectors were prone to denigrate what they could not own. The specific reference was to Thorne's penchant for blocks, which was then regarded as a quirk of Edwardian excessiveness. (In one of his *Stamps* columns, George Sloane wrote that the block was also shown in the first great stamp exhibition in America, the Eden Musée show in March of 1889.)

The block was offered in the fifth Crocker sale in 1938, illustrated in color on the cover of the catalog and described within as "the gem of the collection." It was purchased for \$12,500 by Y. Souren, a colorful dealer well remembered by veteran collectors. Unlike some dealers, Souren did not let his being in the trade prevent him from loving fine stamps. Herman Herst, Jr., who was close to Souren during the last years of his life, had this to say about Souren's relationship to the 24c invert block: "So enamoured was he of this piece that he had it mounted between two small panes of glass, and he carried it about with him in a special pocket of his coat lining. Several times over a sandwich or a meal he would take it out and admire it." Ultimately, mammon conquered art, and Souren sold the block, for \$25,000, to a collector named Esmond Bradley Martin. Martin, for some reason, disliked the piece and returned it to Souren. Souren then sold it to a Connecticut industrialist, Leslie White, who kept it until 1949, when he sold it to the Weill brothers. They sold it the next year to a philatelist client, during whose ownership the block was included in the famous *Life* magazine shooting of rare stamps. The photograph in Figure 1 comes from this shooting.

On the death of this owner, in 1968, the piece returned to the Weill brothers, who kept it until 1974, when they sold it to a Texas collector. While unwilling to reveal the price, Raymond Weill did allow that a quarter of a million dollars would be a reasonable but incorrect guess. We hope that the current owner has

other great 1869 items, to give this block the distinguished companionship it deserves.

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### TEN-CENT 1869 COVERS TO PERU, CHILE, ECUADOR, AND BOLIVIA

When the 1869 stamps came into use, letters that traveled from the United States to destinations on the west coast of South America were charged at a rate of 34c per half ounce. By the time the 1869 stamps passed into disuse, the rate had been reduced to 22c. This was one of the many rate-changes that took place during the short lifetime of the 1869 stamps. For some years, scholars and collectors have sought, without success, to pinpoint the date of the rate reduction.

The newly-found run of the *United States Mail and Post Office Assistant*, soon to be reprinted by the Collectors Club of Chicago, answers the question. The last day of the 34c rate from the U.S. to nations on the west coast of South America was February 15, 1870. The 22c rate to these nations went into effect on February 16, 1870. The official announcement of the rate-change appeared in the March 1870 edition of the *U.S. Mail*. Here is a truncated version:

The postage chargeable on correspondence posted in the United States and addressed to Peru, Bolivia, Ecuador and Chile has been reduced to the following amounts, prepayment compulsory:

On letters, 22c per each half ounce or under.

On newspapers, 4 cents each if not exceeding four ounces, and 4 cents additional for every excess of 4 ounces, and on book-packets and samples of merchandise, 10c per each four ounces or under.

Postmasters will levy and collect postage accordingly from and after the date hereof.

By order of the Postmaster-General, February 16, 1870.

All the dateable covers that your period editor has seen, to these destinations during this period, confirm the February 16 rate change. Table 1 describes such covers. This listing consists solely of covers bearing the 10c 1869 stamp, so it is far from comprehensive. But the 10c 1869 did yeoman duty in the foreign mails, and the covers listed in Table 1 can be regarded as a representative (though incomplete) cross-section of all covers from this period to these destinations.

The first column in Table 1 shows the date the cover entered the mails. Month and day are typically taken from the circular date stamp, with the year picked up from foreign markings or (less typically) docketing or internal evidence. The second column describes the origin and destination of each cover. The third column describes the stamps, and the fourth column shows the rate each cover presumably paid. The fifth column, critical to determining the rate, shows the credit marking on each cover. These credit markings (always in red, of course) represented money owed to England. Carriage beyond Panama, down the west coast of South America, was by ships of the Pacific Steam Navigation Company, under contract to the British government. At the beginning of the 1869 period, the fee for this British carriage was one shilling—24c. The reason for the rate reduction was that the British reduced their share to sixpence (12c). The latest Robson Lowe encyclopedia (volume 5, page 739) indicates that the British reduced their charge on January 1, 1870. Presumably, some weeks had to pass before news of this reduction could be officially conveyed to Washington.



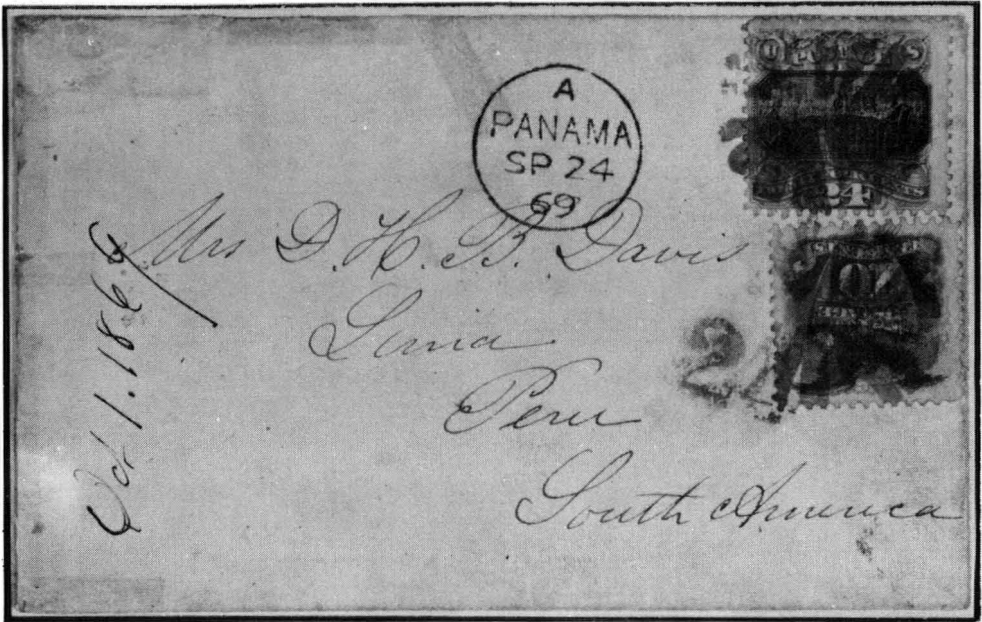


Figure 2. 34c-rate cover to Peru, posted in New York in September 1869, bearing 10c and 24c 1869 stamps, and showing credit 24 to England.

Note that the first six covers in Table 1, posted at the 34c rate, all show credits to England in multiples of 24, indicating that the U.S. was giving up the equivalent of one shilling for the British share of the carriage. Figure 2 is a typical 34c-rate cover from the Davis correspondence which was posted in New York sometime during September 1869. The 34c in postage is made up by a 10c and a 24c 1869 stamp. The credit 24 ties the 10c stamp. Figure 3 shows a cover from San Francisco, bearing a merchant's cachet dated FEB 2 1870, and showing a 10c 1869 and a 24c grill. The credit 24 shows boldly at the top center of the cover. This cover was posted just 13 days before the rate reduction, and is the latest cover in this study that shows the 34c rate.



Figure 3. Late showing of the 34c rate, posted in San Francisco on February 3, 1870. The stamps are a 10c 1869 and a 24c grill. Note the credit 24.

TABLE 1: COVERS BEARING THE U.S. 10c 1869 STAMP TO DESTINATIONS ON THE WEST COAST OF SOUTH AMERICA

DATE	ORIGIN AND DESTINATION	STAMPS	RATE	CREDIT	REMARKS
AUG 20 1869	Sing Sing, N.Y. to Lima, Peru	2 10c 1869, 2 24c 1863	2x34c	48	Davis Correspondence
SEPT ? 1869	New York to Lima, Peru	10c 1869, 24c 1869	34c	24	Davis Correspondence
DEC 3 1869	San Francisco to Lima, Peru	10c 1869, 24c grill	34c	24	La Chambre correspondence
DEC 4 1869	New York to Lima, Peru	10c 1869, 24c 1869	34c	24	Davis correspondence
DEC ? 1869	? to Lima, Peru	10c 1869, 2 12c 1869	34c	24	Davis correspondence
FEB 3 1870	San Francisco to Lima, Peru	10c 1869, 24c grill	34c	24	ex Gibson
FEB 19 1870	New Bedford to San Carlos, Chile	10c 1869, 24c grill	22c	12	White corr.; 12c overpay
FEB 28 1870	Southampton, N.Y. to Talcahuano, Chile	10c 1869, 12c 1869	22c	12	White correspondence
FEB 28 1870	Southampton, N.Y. to Talcahuano, Chile	10c 1869, 12c 1869	22c	12	White correspondence
APR 5 1870	New York to Lima, Peru	10c 1869, 24c 1869	22c	12	12c overpay
APR 5 1870	New York to Lima, Peru	2 10c 1869, 24c 1869	2x22c	24	Davis correspondence
MAY 20 1870	Portchester, N.Y. to Lima, Peru	2 10c 1869, 24c 1869	2x22c	24	Davis correspondence
JUN 17 1870	San Francisco to Lima, Peru	2 10c 1869, 2c 1869	22c	12	La Chambre correspondence
JUN 18 1870	New Bedford, Mass. to Cobija, Bolivia	10c 1869, 12c 1869	22c	12	Harmer, April 16, 1972
NOV 18 1870	San Francisco to Lima, Peru	10c 1869, 24c grill	22c	12	12c overpay
NOV 30 1872	Concord, N.H. to Lima, Peru	2 10c 1869, 2c Banknote	22c	12	late use of 10c 1869s

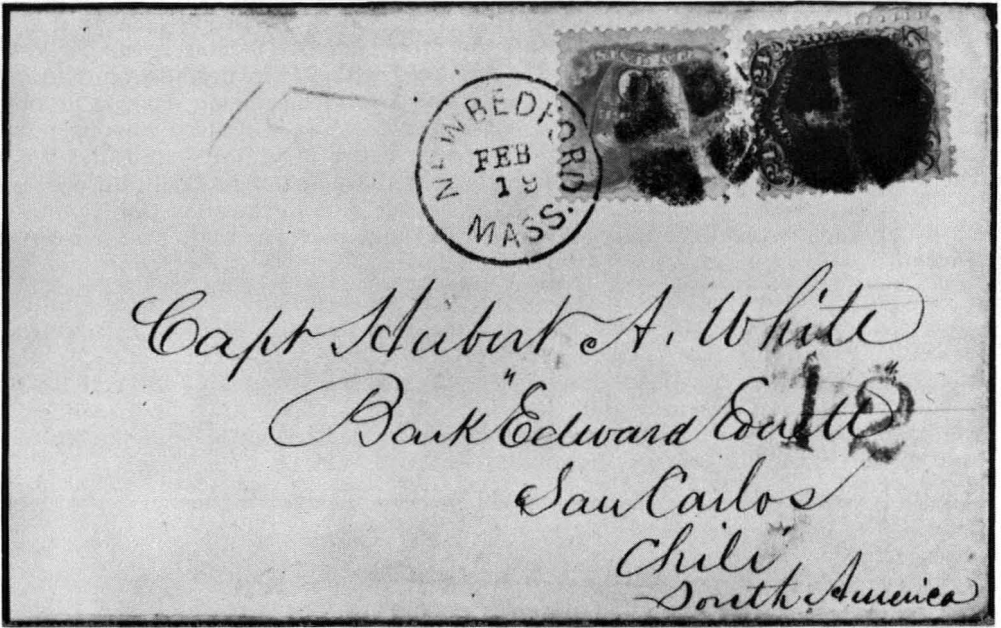


Figure 4. February 19, 1870, New Bedford, Mass., to Chile. Despite the 34c in stamps, the credit 12 indicates the 22c rate was already in effect. In fact, the rate-change had gone into effect three days earlier, on February 16.

Figure 4 shows a cover posted February 19, 1870, at New Bedford, Mass. This cover, from the William Herzog collection, bears 34c in postage (once again made up by a 10c 1869 and a 24c grill), but clearly shows a credit 12. This, despite the 34c in postage, is not a 34c-rate cover, but a 22c-rate cover, with 12c overpayment. The overpayment is quite understandable, since the rate-change went into effect only three days previous. However, the credit 12 indicates that the New York exchange office was promptly informed of the reduction, and was already rating covers at the lower rate. The cover shown in Figure 4 is, so far, the earliest reported showing of the 22c rate.

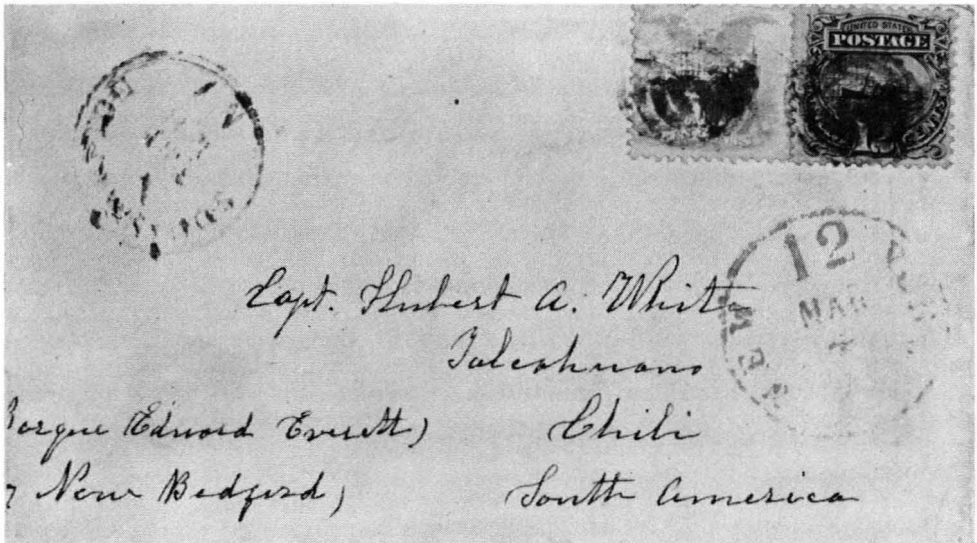


Figure 5. February 28, 1870, Southampton, New York, to Chile. Here the 22c rate is properly paid, indicating that news of the rate-change had reached at least some local post offices by the end of February.

Figure 5 is a cover from the same correspondence as Figure 4, bearing a Southampton, N.Y., circular datestamp (faint in the photo but legible on the

cover itself) showing FEB 28, 1870. This cover shows the proper 22c paid by a 10c and a 12c 1869 stamp, and bears the proper credit 12. This is the earliest cover reported so far, showing the 22c rate paid with 22c in postage. Curiously, two such covers exist, both from the same correspondence, same date, same origin, same markings, same hand. One assumes they were written on different dates, then held for the next sailing. The cover shown in Figure 5 indicates that the announcement of the rate-change had reached at least some local post offices by the end of February, presumably in the March issue of the *U.S. Mail* (quoted above), which typically appeared toward the end of the month preceding its cover-date.

Figure 6 shows another Davis cover, this one bearing a horizontal pair of 10c 1869, plus a 24c 1869, with a New York date stamp of APR 5. This shows a credit 24 similar to that on the cover in Figure 2. But despite the credit 24, this is not a 34c rate cover, but a double-rate 22c cover. Backstamps indicate 1870 usage, April 5 was a sailing date in 1870 but not in 1869, and the crayon "2" across the front clearly indicates two times rate. This cover was in the Siegel sale of May 28, 1974, and was purchased by Irwin Weinberg for \$6250.

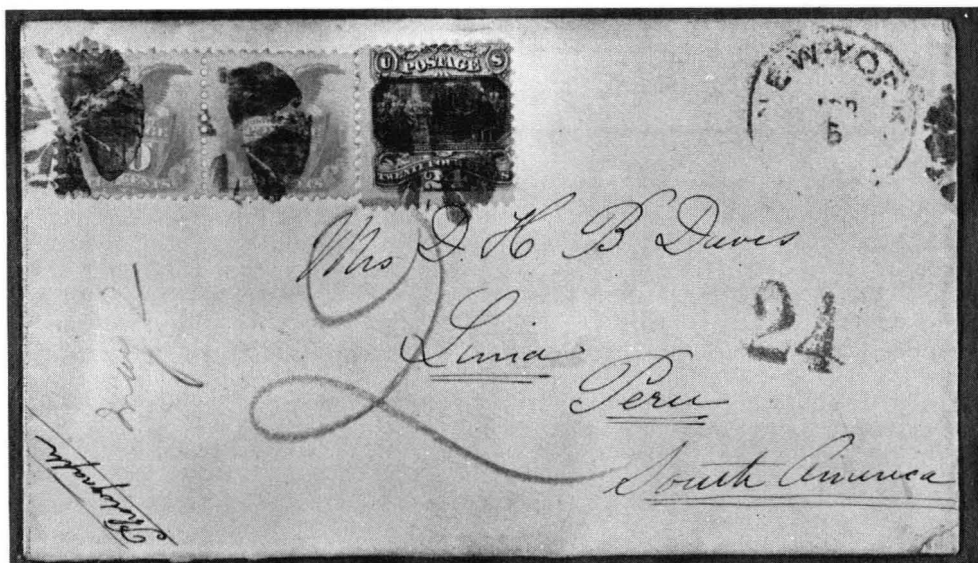


Figure 6. April 5, 1870, New York to Lima, bearing a pair of 10c and a 24c 1869, making twice the 22c rate. The credit 24 is similar to that in Figure 2, but here indicates 2x12. Crayon 2 indicates double rate.

While information about the rate reduction seems to have been quickly conveyed to the exchange offices and to many of the local postmasters, it obviously didn't reach all the customers. Note that of the ten covers in Table 1 showing the 22c rate (the last ten entries), three bear 34c in stamps, representing 12c overpayment. The frequency of such overpayments suggests a lack of communication between Washington rate-makers and local postal users, many of whom must have been forced to consult obsolete charts when assessing postage to obscure destinations. Figure 7 is a very late showing of such an overpayment, on a cover mailed from San Francisco on November 18, 1870, more than nine months after the reduction to 22c had been announced. Since an earlier cover from San Francisco (June 18, 1870—see Table 1) shows the proper 22c paid, the presumption with the cover in Figure 7 is that the stamps were affixed without reference to more current information that must have been available at the San Francisco post office. The cover in Figure 7 is superficially similar to that in Figure 3, but they actually show two different rates.

Collectors should re-examine their 1869 covers to the west coast of South America. Covers showing the 34c rate should have passed through the exchange office prior to February 16, 1870, and they should bear credits in multiples of

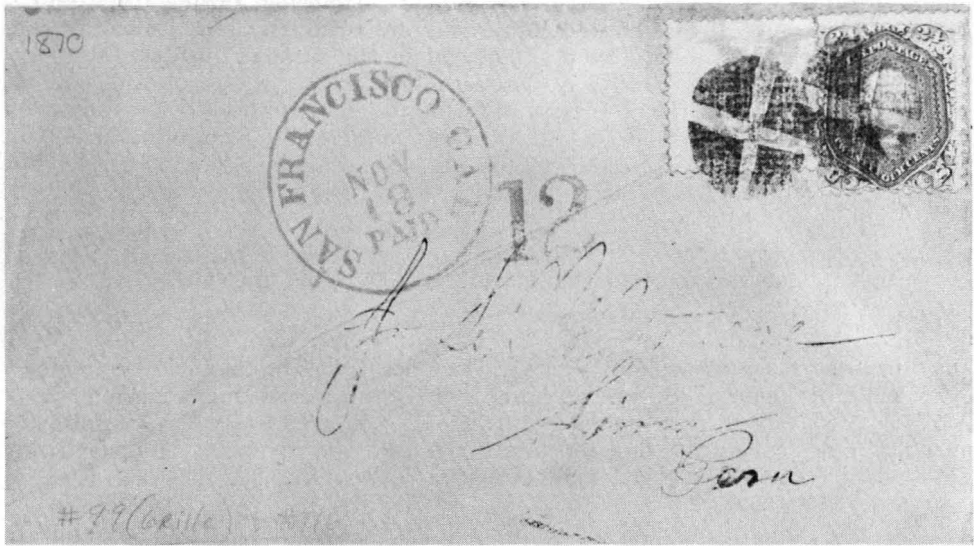
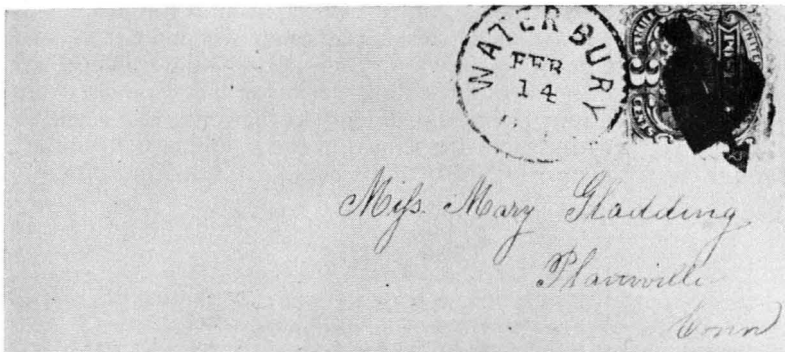


Figure 7. November 18, 1870, San Francisco to Lima. Here the 22c rate is overpaid with 34c, more than nine months after the rate change. Frequent overpayments such as this one made deciphering these covers difficult.

24. Covers at the 22c rate should show credits in multiples of 12, and should have passed through the exchange office on or after February 16, 1870. The fact that a cover bears 34c in postage does not make it a 34c-rate cover, unless the date and credit are right.

Your period editor has tried, with reasonable but less than total success, to match the covers listed in Table 1 with the scheduled New York departure dates for steamers to Panama (Colon), as they are listed (as "Aspinwall" steamers) in the monthly sailing schedules published in the *U.S. Mail*. For many years previous, these ships usually left New York on the 1st, 11th and 21st of each

### A PHILATELIC VALENTINE



A small cover from Waterbury to Plainfield, Connecticut, clearly dated February 14 (1871?), with the 3c 1869 stamp fittingly and decisively tied by a Waterbury arrow-in-heart cancellation. This particular cancellation is designated H-2 in Postal Markings Handbook #3, "The Cancellations of Waterbury, Connecticut, 1865-1890"—Mannel Hahn, editor, Chicago, 1940. The year date of 1871 is subject to question, so it would be pleasant to find other covers to confirm or deny it. A totally different arrow-in-heart is known to have been used in 1870.

month (waiting a day if this date was a Sunday). However, during the lifetime of the 1869 stamps, the sailing schedule was drastically revised, reflecting the opening of the U.S. transcontinental railroad in the summer of 1869. Without premature conclusions, we publish herewith, as Table 2, the Aspinwall sailing dates, as they appeared in the *U.S. Mail* during the 24 months of 1869 and 1870. Readers should bear in mind that these are *scheduled* dates, perhaps subject to typographical error in the original publication and certainly subject to the whims of sea and machinery. They are not necessarily a record of the dates on which ships actually left New York.

**TABLE 2: ASPINWALL STEAMERS—SCHEDULED DEPARTURE DATES—1869-1870**

January 1869	9, 16, 23	January 1870	5, 21
February 1869	1, 9, 16, 24	February 1870	5
March 1869	1, 9, 16, 24	March 1870	5, 21
April 1869	1, 10, 21	April 1870	5, 21
May 1869	1, 11, 21	May 1870	5, 21
June 1869	1, 11, 21	June 1870	5, 21
July 1869	1, 10, 21, 31	July 1870	5, 21
August 1869	11, 21	August 1870	5, 20
September 1869	1, 11, 21	September 1870	5, 21
October 1869	1, 16	October 1870	1, 21
November 1869	1	November 1870	4, 19
December 1869	5, 21	December 1870	3, 19

Whatever else it might mean, the information in Table 2 shows clearly that the number of Panama sailings was reduced shortly after the opening of the transcontinental railroad. Prior to the railroad, many passengers and much trade between the American coasts went via Panama. After the railroad, the route via Panama was used less for these purposes, as the reduction in sailings dramatically suggests. The opening of the railroad was one of several major changes in patterns of postal communication that took place during the lifetime of the 1869 stamps.

Less is known—by your editor, at least—about San Francisco sailings to Panama during this period. From the *Panama Star & Herald*, quoted on page 704 of the Robson Lowe encyclopedia cited above, we know that during the 1-11-21 period, corresponding departures left San Francisco on the 10th, the 19th and the 30th of each month. One might assume, from this, that after the railroad opened and the 5-21 sailing pattern was established from New York, corresponding steamers would leave San Francisco around the 3rd and the 18th. The data in Table 1 seem to bear this out, though we don't have enough information to generalize from. As always, your period editor would appreciate additional information. The steamer sailing dates for San Francisco are almost certainly available in various public documents in that city. If a society member who lives in the Bay area has both the time and the willingness to undertake this small but important project, I would be most happy to hear from him.

### 1869 NOTES

● Correction: On page 160 of *Chronicle* 83 (August 1974), 19 lines from the bottom, second word from the right, the word "last" occurs. The proper word should be "least." This is one of those instances where the dropping of a single vowel can change the thrust of an entire sentence. Apologies to Dr. Hargest, and to all who might have been misled by this unfortunate typo.

● 10c 1869 blocks were discussed in *Chronicle* 81 and *Chronicle* 83. Since then, more have turned up, notably two used blocks in the 462nd Siegel sale last November. We now record 11 unused blocks (of four or larger), five used blocks, and three blocks of four of the Centennial reissue. We will report new sightings as they occur, but want to wait a few more years before updating the entire record. Especially in philately, patience is a virtue.

## THE BANK NOTE PERIOD

MORRISON WAUD, Editor  
ARTHUR VAN VLISSINGEN, Assoc. Editor

### REPORT ON THE CONTINENTAL BANK NOTE COMPANY

Some time ago Theodore Behr, one of the grand and knowledgeable gentlemen of philately, mentioned an interesting official publication he had read many years ago. He remembered it as reporting on a visit paid to the Continental Bank Note Company by a committee of Congress in 1873. The Congressional Record of that period was carefully checked but with no result.

When word of this impasse was sent to Route Agent Jeremy Wilson, our enthusiastic collaborator in Washington, D.C., the hunt was on. Jeremy has now come up with what is apparently the document Ted Behr had in mind. It turned out to be the report of Third Assistant Postmaster General W. H. H. Terrell to Postmaster General A. J. Creswell about Terrell's visit on April 5, 1873, to the Continental Bank Note Company's new building. Continental had rented these quarters preparatory to taking over the printing of stamps from the National Bank Note Company.

Jeremy also found an extremely interesting report to Terrell from A. D. Hazen, Chief of the Stamp Division of the post office department, concerning Hazen's visit on September 19-21, 1871, to the National Bank Note Company. The Hazen report was fully covered by Dr. Clarence Brazer in the *Essay Proof Journal*, No. 34, April, 1952. It dealt with the manufacture and distribution of stamps by the National Bank Note Company.

Terrell's report on the Continental Bank Note Company has not, to our knowledge, been published previously in philatelic literature. It contains much useful information, and so we quote it here in full. Its most significant content relates to the details of the turnover of the dies, rolls, plates, and printing responsibilities from National to Continental on April 1, 1873.

Though earlier writers have stated that National canceled the plates before turning them over to Continental and that has been generally accepted as a fact, Terrell makes no mention of such action. He states instead that Continental proceeded to make new plates from the original dies and transfer rolls "rather than use the old ones."

It has generally been assumed that Continental added secret marks to the dies of the denominations 1c through 15c and made new plates, but used the 24c, 30c and 90c National plates—perhaps as an economy measure. That would probably have been feasible because the plates for the three higher value stamps showed relatively little wear.

Another significant reference is to the forthcoming abolition of the franking privilege on July 1, 1873. Franking had proliferated through the years so that by 1873 more than 26,000 people then enjoyed the privilege. That accounts for President Grant's decision to require that it be ended. That ruling led to the authorization of the Department stamps. Terrell reports that 11 denominations are planned for each of the departments, using on each denomination the same head and color as on the then current regular issue of postage stamps, and that the State Department will have 4 additional stamps of high value of different size, design, and color. This program was altered, of course. The number of denominations actually issued ranged from Executive's 5 to State's 15. Post Office's stamps had numerals rather than heads, and the color schemes for the dollar value State Department stamps were changed from green and red to green and black.

(See next page)

## PATRONIZE OUR ADVERTISERS

Post Office Department  
Office of Third Ass't  
P. M. General, Washington,  
D. C., April 14, 1873.

Hon. John A. J. Creswell,  
Postmaster General.

Sir:

In obedience to your verbal instructions, we visited the city of New York on the 4th inst., for the purpose of inspecting the Stamp and Envelope Agency; the manufactories of Stamps and Envelopes, and the manner of transacting business therein—as well as to determine upon and select suitable designs for stamps and Stamped Envelopes for the various Departments of the Government, rendered necessary by the abolition of the franking privilege. It was a part of our business, also, to cause the plates to be delivered to the contractor for manufacturing Postal Cards and to ascertain the prospects of a prompt issuance of the cards, as per contract.

We arrived in New York on Friday evening (4th inst.) and on the next day commenced our investigations in company with Mr. D. M. Boyd, Stamp Agent.

#### **Adhesive Stamps—National Bank Note Co.**

We first called at "Cooper Institute"—The stamp manufactory of the National Bank Note Company—with the view of ascertaining what progress was being made in furnishing the 150,000,000 stamps contracted for by special contract dated January 31, 1873. We were informed that all the stamps had been printed, and most of them finished and packed for delivery. A few only remained to be gummed, perforated, pressed, inspected and counted to complete the number contracted for. Everything appeared to be in complete and perfect order and we doubt not the National Bank Note Co. will fully, promptly, and faithfully comply with all the requirements of the extended contract. Daily issues will be made from the stock on hand to fill the requisitions of Postmasters to the 1st of May, when the balance of the stock on hand with blanks, etc., will be turned over to the Agent (Mr. Boyd), who will issue the same from any stock that the new contractor (the Continental Bank Note Co.) may have provided; also accounting for them on regular weekly returns, as heretofore. This plan simplifies the work and will prevent any confusion in accounts or delay in filling orders.

#### **Continental Bank Note Co.**

This Company, as you are aware, has contracted for furnishing the adhesive stamps for a period of four (4) years, the delivery, on daily requisitions, to commence May 1st proximo. The building secured for the purpose belongs to the Equitable Life Insurance Co., and is situated on the corner of Broadway and Cedar Streets. The whole upper or "sky" floor has been specifically set apart for the purposes of the contract—the manufactory of adhesive postage stamps and the business appertaining thereto.

The building itself is one of the handsomest and best in the city of New York, and from our cursory examination we judge it as nearly fire-proof as any building in a large city can be made.

The space leased by "the Continental," for gumming and drying rooms, vaults, office for the Agent, etc., etc., we consider ample, and in all announcements satisfactory for the conduct of business. Elevators and ample steam power are provided, and at the time of our visit the preparations for work were in such a state of forwardness as to leave no doubt in our minds that the "Continental" will be able, and that it is determined to carry out its contract in good faith and without delay.

The dies, rolls, and plates heretofore used by the "National," were duly turned over to the "Continental" on the 1st of April inst., but preferring to make new plates rather than use the old ones the "Continental" at once proceeded to make an entire new outfit of plates for itself from the original dies and rolls, involving very considerable expense, and showing a disposition to meet reasonable expectation of the Government in the most satisfactory way possible. We feel assured that, aside from unavoidable accidents, you may safely rely upon the prompt and faithful execution of the contract by this Company.

#### **New Designs**

The abolition of the franking privilege, to take effect July 1, 1873, rendered it necessary that stamps, somewhat different in appearance from the ordinary adhesive postage stamps now in public use, should be adopted to meet the requisitions of the various Departments of the Government. Bearing in mind the views you had expressed to us respecting this matter, we consulted with the officers of the "Continental" and were gratified to find them ready and willing to meet our wishes to the fullest extent. Within two or three days they submitted new designs for all of the Departments embracing the eleven denominations now in use, which, with a few slight changes, we approved. The "heads" as they appear on the present series of stamps remain the same, but different borders with the names of several Departments are to be engraved.

To meet the special requisition of the Department of State, four additional stamps of entirely new designs—\$2., \$5., \$10., and \$20., are to be engraved. We selected the profile head of the late Hon. William H. Seward for these special stamps, and from the designs submitted (which we approved) we are confident the stamps will prove satisfactory.

The regular departmental stamps will correspond in colors with those now in public



use; the special stamps for the Department of State will be double the ordinary size and will be printed in green, and cochineal red.

#### Stamped Envelopes

During our visit we examined the Stamped Envelope Manufactory of Mr. George H. Reay, Contractor. The building is the same that has been used for some years for this purpose, and is supplied with all the machinery and fixtures required for the production of Stamped Envelopes and newspaper wrappers in the most expeditious manner and of standard quality.

#### Postal Cards

During our stay in New York we had interviews with Mr. E. Morgan, Treasurer and Manager of the Morgan Envelope Co., contractor for manufacturing Postal Cards, and Mr. George A. Tyner, Postal Card Agent. From their statements we are confident the Cards will be ready for issue on the 1st of May, as per contract.

Very respectfully,  
W. H. H. Terrell  
Third Asst. P. M. Gen.  
E. W. Banleed

In closing, a brief statement about editorial policies and attitudes of this section of the *Chronicle* seems desirable. Recently a learned and knowledgeable fellow Route Agent audibly wondered when we were "going to get to the guts of the Bank Note Issues and their uses." He was unquestionably referring to: (1) Rates; and, (2) Postal History—in both of which fields he is a recognized authority.

Regarding foreign rates, it must be pointed out that Dr. George Hargest is the authority responsible for handling that topic, in the section of the *Chronicle* to which he contributes. We have no intention of opening ourselves either to a charge of poaching on his preserves, or to comparison of our meager knowledge alongside his encyclopedic expertise.

As to postal history, our inquiring Route Agent knows a good deal more than we do about that subject, and has a corresponding wealth of such relevant material as combination covers. To us it would seem appropriate that he should put together for our use in the *Chronicle* some of his original covers or reproductions thereof, and other material of the sort he has in mind, and send it along to us with his comments and applicable information. For our part, we would be glad to do our best to provide any assistance he might require for putting it into shape for publication here.

We extend the same invitation to our many fellow Route Agents who have studied, researched, or otherwise delved in this particular field of philately. We sorrow to think of the tremendous amount of valuable learning, lore and understanding—not only about Bank Note Issues, but about all U. S. Classics—possessed by the many expert specialists who are never seen as authors in philatelic publications. We would wish they might endorse our belief that their sharing expertise is not only a moral responsibility but also an enjoyable opportunity. In our experience, we not only find pleasure in sharing but also we invariably acquire new knowledge from those fellow collectors with whom we share.

We earnestly hope that this invitation to collaborate will shake some of those hitherto silent experts out of the trees—with publishable material in hand! Try sharing. We can almost guarantee that you will gain at least as much as you contribute.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### (a) Auction Realizations

The present strong interest in fine and rare Railroad Markings on cover was very much in evidence from the results of the auction of the outstanding railway marking collection of the late Lester Downing held by Robert Siegel Auctions, Inc. on Sept. 20, 1974.

A total of 187 lots of railway marking covers brought a return of \$16,790. Leading the attractions was Remele E3½—Eaton & Hamilton R.R.—32 mm., clear strike, and possibly unique at \$575. Surprisingly, \$575 was also realized by a perfect strike of Remele C27—Conn. River R.R. on cover in fine condition. Three items sold at \$450 each: a bold Remele B17, Bureau Valley R.R., a clear strike of Remele D1, Danbury & Norwalk R.R., and a fine strike of Remele S4, Somerset & Kenb. R.R.; all three listed by Remele as very rare.

A bold and fine Remele I5, Indianapolis & Peru R.R., listed by Remele as extremely rare, went for \$375, while two lots sold at \$350—a choice and clear strike of Remele C1, Canal Railroad, and a unique very fine cover with blue originating strike of Remele C25-b, Concord & Montreal R.R., and four strikes of black Remele A5-b—Atl. & St. Lawrence R.R. The reason for this combination becomes apparent when it is determined that the cover is addressed to a route agent working on the Atlantic & St. Lawrence mail cars and the multiple strikes are his receiving marks.

Orange & Alexandria R.R., 33(32) mm. black in bold strike on 1854 cover, sold at \$300, as did a clear strike of Remele R6-c, Raleigh & Gaston R.R., listed as rare.



Figure 1

Covers bringing over \$200 included Remele A7-c, Augusta & Atlanta R.R. in green (230); Remele C4-a, Cayuga & Susquehanna R.R. (250); Remele C9, Co. & Dn. Air Line R.R. in bold strike (220); a very fine bold red Chicago & Miss. R.R., Remele C12-b (250); Remele C22, Cleveland & Sandusky R.R. (210); a fine and clear Remele P1-a, Pacific Railroad (230); and a very rare clear blue Remele S6-a, South Side R.R. (250).

Covers selling between \$160 and \$180 included Remele A1-b, Ala. & Ten.

River R.R.; Remele N16-b; North Carolina Rl. Rd. N.C.; Remele R1-b, Racine & Mississippi R.R.; and Remele V1, Vermont and Canada R.R. in black.

Fifteen other railway markings exceeded \$100 in sale price including T. & M. 702-S-2, Marseilles, Chicago & Rock Island R.R. in fancy shield at \$130; an "unlisted" C. M. & L. R.R. Nov. 14, 1861 in 27 mm. circle from Hookset to Epsom, N.H., at \$125 (incidentally unlisted in both catalogs because it has many of the indications of being a corner card usage of Concord and Manchester & Lawrence Railroads); a Remele C28 Cumberland Valley R.R. at \$145; a Remele R4-g "RAIL-ROAD" in red on stampless 1842 cover for \$135—certainly a new record for this marking; a rare and seldom encountered "UNION PACIFIC R.R., End of Track, 1869" in clear double circle at \$115 and a second Remele V1, Vermont & Canada R.R., in blue for \$140. A cover with Yuma & Los Ang. Agt. (T. & M. 963-B-1) from Safford, Ariz. Jun. 7, 1880, and moved probably by stage to Yuma brought a strong \$125 price.

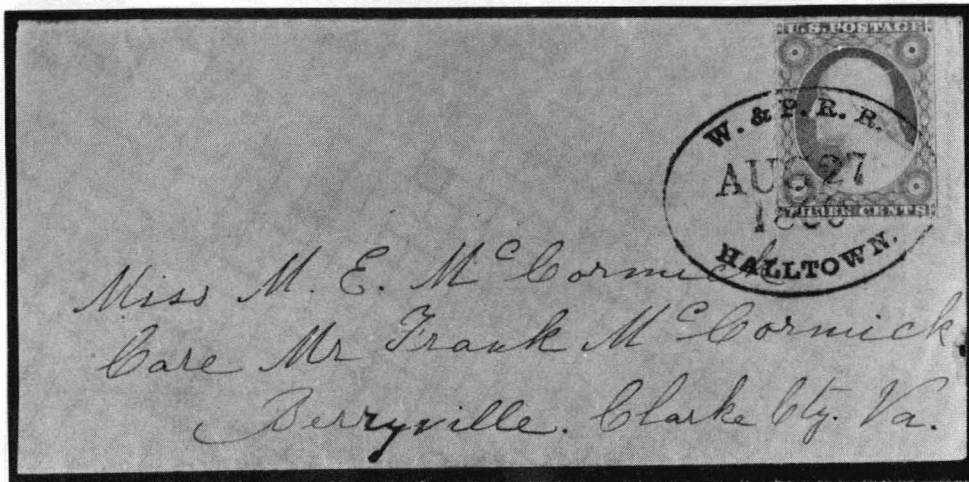


Figure 2

Typical of the fine material featured in this auction are the two illustrated lots: the seldom seen 33 mm. Vermont & Canada R.R., with a clear black strike (Figure 1), and Remele W7½ S-W. & P. R.R. Halltown Aug. 27, 1860, 34 x 26 black oval (Figure 2). This most attractive Winchester & Potomac R.R. station marking brought a record price of \$550. This cover was described as unlisted in the auction catalog but actually was listed and a tracing shown in *Chronicle* 44. Your editor will discuss this problem at greater length in a following section. He also wonders what rarity factor Mr. Graham would assign to this cover.

#### (b) P.O.D. Railway Mail Contracts

An interesting stampless cover recently acquired sheds more light on the difficulties of attitude adjustment during the period of replacement of stage-coach mail handling by railroad car route agent mail handling.

Bearing a red Washington D.C. cds with an interesting curved red FREE sitting just above the townmark, the cover also bears a black handstamp—"Post Office Department—Official Business" and is addressed to Erastus Fairbanks, President, Connecticut and Passumpsic Rivers Railroad, St. Johnsbury, Vt., from P.O.D. contract office Dec. 6, 1850.

Sir.—Your letters bearing dates 19th Sept. last and 2d Dec. current, have been received and their contents duly noted. In answer I am instructed by the Postmaster General to say:

1st—That the Department cannot be considered as in any way under obligation, by its past action, to extend Route No. 360, during the present contract term, at any price. Its offer for the present service was accepted by your Company, and the contract made and executed accordingly. The question of extension is entirely independent of the contract.

P & W RR 5  
July 27 5  
72-A-2

P & W RR  
Apr 30  
72-A-3

Ogd RR June 4  
101-K-1

5 es

**Os & Char RR**  
Sept 4  
139-E-1



115-U-1



554-G-1

Phila & Pottsv. Nov  
R.R. 22  
190-I-1

Gen RR  
June 17  
203-D-4

RR Coade  
238-K-1

Belvidere Del. RR  
July 24  
242-C-1

Palm & Rail Road RR  
239-V-1

RR  
Apr 3  
305-Z-1

RR  
Sept 26  
336-A-2

RR Rail Road 3 1/2  
Oct 17th 1840.  
305-AA-1

C.R.R.  
Feb

11  
Feb

M. & M. R. R., Iowa  
Aug 7, 1866

353-F-1

702-Q-3

S. F. T. R. R. 925

985-A-2

2d—That, having already a contract for the service between Wells River and St. Johnsbury, the Department is not disposed to change that contract for the purpose of an arrangement with your Company, at greatly increased expense.

It is found, on examination, that your Company receives for its present service more than the entire net yield of all the offices named in the contract, and at least \$1,000 a year over and above the net income pertaining to, and derived from, your route, saying nothing of the additional outlay for the route agency service thereon.

You now ask the extension to St. Johnsbury, 21 miles, at \$1,800 additional per annum. The whole net proceeds of the four offices that would be included in such extension, amount to only \$652, and the proportion of income to be set down as coming from that part of the route, would be but \$305 per year.

In this state of the case, the Postmaster General is averse to an increase of expense on the line in question, if it can be avoided.

I am respectfully,  
your obt. serv.  
R. Hobbs.

This is rather an interesting concept for valuation of service considering the radiating network of one and two-day stage services that operated out of St. Johnsbury to West, North, and East and that the railroad was constructing towards a Canadian connection. Note for comparison the actual contracts resulting on Route 360:

Oct. 1, 1850—White River Junction to Wells River, Vt. 41½ miles—\$3,557 yearly.

Oct. 1, 1851—White River Jct. to St. Johnsbury, Vt. 61 miles—\$4,393 per year.

**(c) Acknowledgements**

Your Editor wishes to express his appreciation for the considerable assistance extended by Agents Coles, Fingerhood, Harris, Jarrett, Kuehne, Milgram, Spelman, and Waite.

**(d) Change in Catalog Policy**

The *Remele Catalog* (*U.S. Railroad Postmarks 1837-1861*) was published in 1958. Since publication there have been 83 additions and changes published in *Chronicles* 32 through 84. The *Towle-Meyer Catalog* (*Railroad Postmarks of the United States 1861-1886*) was published in 1968. Since publication there have been 37 plates of addenda covering some 778 additions and changes, as well as many more date and color additions, published in *Chronicles* 56 to 85. The last index for the up-dated 1837-1861 catalog was published in *Chronicle* 79 and the last index for the updated 1861-1886 catalog was in *Chronicle* 69.

It is the firm belief of both your section editor and the editor of the *Chronicle* that both listings have become too awkward and difficult to serve as

efficient and easily usable tools for the collectors of these many markings. Total listings now approach 3400, exclusive of color variations.

Therefore, Plate 37 included in this *Chronicle* will be the last addenda plate and henceforth Remele and Towle-Meyer catalog additions, corrections, and changes will not be reported in this section. Instead, the railroad section will feature articles of interest on railway mail handling, Post Office Dept. railway mail contracts, route and agent information, detailed studies on transit markings of interest, and comprehensive features on various railways with interesting railway markings. We will also include articles on waterway agent routes and markings and ancillary types of collections relating to railways or waterways. It is hoped our readers will approve of this change. They are encouraged to submit articles for publication in this section along lines of the topics suggested.

If interest is apparent, your editor in the future may also prepare and publish in this section a comprehensive catalog of all Towle-Meyer period addenda to extend the index from *Chronicle* 69 and to provide a comprehensive index of all new listings since catalog publication. If such would be useful please inform me of your desires.

I have deliberated for quite a while on this change but realize that no one except a serious and meticulous student of railway markings could possibly be expected to track down a particular marking any longer with two catalogs and addenda extending over 16 years and about 50 *Chronicles*. It would therefore probably be more constructive to use the available quarterly space to develop interest in collecting and learning about transit markings in general, thus engendering a wider area of interest for more collectors, than to attempt to extend our catalogs beyond usable limits.

If all goes well, and arrangements now under way can be concluded, it is your editor's ambition to commence a new two-section catalog of transit markings in another publication that will list alphabetically, describe, and illustrate in actual size all railway, waterway, street car, station, and transfer markings from 1837 to 1974. It is a huge undertaking and for convenience in preparation and reference will probably be adapted to loose leaf form with Volume I covering the 1837 to 1886 period, and Volume II from 1887 to 1974. Any suggestions, ideas or criticisms of this proposed drastic change in cataloging such markings are earnestly solicited from our members, readers and collectors.

### (e) Towle-Meyer Catalog Addenda

#### Plate XXXVII

- 72-A-2: Manuscript, P. & W. R.R. 5, 1848. 12. (Providence & Worcester R.R.).  
72-A-3: Manuscript, P. & W. R.R. 5, 1849. 10. (Providence & Worcester R.R.).  
101-K-1\*: Manuscript, Ogd. R.R. June 4 5 cts., Fifties. 12. (Ogdensburg R.R.).  
115-U-1: 24 black, Sixties. NDL. 4. (Rochester to Niagara Falls).  
139-E-1: S.L. black, Banknote. 20. (Oswego & Charlotte).  
190-I-1: Manuscript, Phila. & Potts. R.R. Nov. 22, 1854? 18. (Philadelphia & Pottsville R.R.).  
203-D-4: Manuscript, Penna. R.R. June 17, 1858. 10. (Pennsylvania R.R.).  
238-K-1: Manuscript, R. Road 12, 1843. 15. (Stampless cover Washington, D.C., to Philadelphia, Pa., Nov. 10, 1843).  
239-V-1\*: Manuscript, Baltimore Railroad 18 $\frac{3}{4}$ , 1843.10.  
242-C-1\*: Manuscript, Belvidere Del. R.R. Feb. 24, Fifties. 20. (Belvidere Delaware R.R.).  
305-Z-1\*: Manuscript, W. & R. R.R. Apr. 3, 1854. 12. (Wilmington & Raleigh R.R.).  
305-AA-1\*: Manuscript, W. & R. Railroad 37 $\frac{1}{2}$ , 1840. 20. (Wilmington, N.C. to Richmond, Va. Money enclosed in letter, hence rate).  
336-A-2: Manuscript, So Ca. R.R. Sept 26, 1851. 10. (South Carolina R.R.).  
353-F-1\*: Manuscript, C. R.R. Feb., 1868. 15. (Central Railroad of Georgia from Waynesboro, Ga).  
554-G-1: 25 black, Banknote. 4. (Cleveland & Pittsburgh ?).  
702-Q-3\*: Manuscript, M. & M. R.R. Iowa, 1866. 5. (Mississippi & Missouri R.R.).  
985-A-2: Manuscript, S. F. & T. R.R. 6/25, Banknote. 10. (San Francisco & Tomales).

Note: For a detailed article on manuscript route agent markings of the United States see page 113, *1974 Congress Book*, American Philatelic Congress. Those manuscript listings with asterisk are in addition to the listing of manuscripts in this article.

## THE FOREIGN MAILS

### CHICAGO EXCHANGE OFFICE TO GLASGOW EXCHANGE OFFICE IN 1860

GEORGE E. HARGEST

Additional articles to the United States-British and Prussian Closed Mail conventions creating exchange offices at Chicago and Detroit were signed at Washington on 14 December 1859, and at Berlin on 24 April 1861, respectively.<sup>1</sup> Specifically, these offices were to handle mail conveyed by the Canadian (Allan) line of packets plying between Portland, Me., during the winter months; Quebec or Rivière du Loup during the summer months, and Liverpool. In either case, the United States paid Canada the sea postage on the mail conveyed, and covers were marked as being sent by American packet. Both of these conventions left the description of mail to be exchanged between Chicago and Detroit and the European exchange offices a matter to be settled by correspondence between the respective Post Offices.<sup>2</sup> Additional articles to the United States-French convention establishing exchange offices at Portland, Me., Chicago, and Detroit in the United States, and at Havre, Paris, and the travelling office, Calais to Paris, in France, for mail conveyed by the Canadian (Allan) line, became effective on 1 April 1861.<sup>3</sup> In this case, letters sent through these offices and conveyed by the Canadian (Allan) line were to be treated as if they had been sent by British packet.<sup>4</sup> The United States-French additional articles were specific as to the description of mail to be exchanged between the United States and French exchange offices. The office at Detroit was to handle French mail originating in or destined for the States of Michigan, Ohio, Indiana, and Kentucky, while the Chicago office was to correspond with the French exchange offices for mail originating in or destined for the States of Illinois, Wisconsin, Minnesota, Iowa, Missouri, and the Territories of Kansas and Nebraska.<sup>5</sup> While this arrangement applied only to the French mail agreement, it is not unlikely that similar arrangements were made with Great Britain and Prussia for the other mails. In his annual report for 1861, Postmaster General Montgomery Blair stated:<sup>6</sup>

Additional articles to the United States and French postal convention of the 2nd March, 1857, have been mutually agreed upon, establishing new exchanging offices, on the side of the United States, at Portland, Detroit, and Chicago, respectively; and on the side of France, at Paris; and providing for an exchange of mails by the Canadian mail packets plying between Liverpool and Portland, or between Liverpool and River [sic] du Loup . . . Additional articles to the postal convention with Prussia, of the same character, have also been agreed upon with the general post office at Berlin, establishing, on the part of the United States, new offices of exchange at Portland, Detroit, and Chicago, respectively; to exchange closed mails with Aachen, (Aix-la-Chapelle) through England, by means of the Canadian line of mail packets. . . . These arrangements have greatly expedited the transmission of European correspondence to and from the western States, and give entire satisfaction to that portion of the country.

While the arrangements made between the United States Post Office and those of Prussia and Great Britain are not known, the above quotation seems to indicate that they were similar regarding the description of mail exchanged between the United States and European exchange offices. It is true, however, that strict adherence to the prescribed arrangement was not always maintained. Covers from Wisconsin, which should have gone through the Chicago office, were sent to the Detroit office. New York was an exchange office for mail originating anywhere in the United States, and much mail that should have gone to Chicago or Detroit was sent to New York.

All of the steamship companies became interested in the emigrant traffic from Europe. The Inman and Cunard lines began to call at Queenstown, Ireland, in 1859.<sup>7</sup> The Galway line was organized with the view of attracting the emigrant trade from Ireland. A railroad was built from Dublin to Galway and the British Government awarded the line a mail contract. The poor performance of the ships of the line forced the British Postmaster General to cancel the con-

tract in June 1861. It was revived in August 1863, but the line failed in February 1865, and assigned its remaining contract to the Allan line.<sup>8</sup>

In June 1860 the Allan line steamers began to call at Moville, the port of Londonderry, on the Northern coast of Ireland.<sup>9</sup> On 28 June 1860, at London, and on 21 July 1860 at Washington, additional articles to the United States-British treaty were signed creating Londonderry an exchange office for British mails.<sup>10</sup> The Allan line was also interested in the emigrant trade from Scotland to Canada, and in 1860 their ships began to call at Glasgow. On 13 August 1860 at London, and on 1 September 1860 at Washington, additional articles to the United States-British treaty were signed creating an exchange office at Glasgow.<sup>11</sup> Both of these exchange offices were created to accommodate mail conveyed by the Canadian (Allan line) mail packets.



Figure 1. This cover was sent from the Chicago Exchange Office to the Glasgow Exchange Office on 13 September 1860. Since the Additional Articles to the U.S.-British treaty creating an exchange office at Glasgow were not signed until 1 September 1860 at Washington, this cover must have been in one of the first mails, if not the first mail, dispatched by the Chicago office to the Glasgow office. (Collection of J. V. Woollam).

Figure 1 illustrates a cover reported by Mr. J. V. Woollam, RA 1304, who sent it in some time ago. It bears a manuscript Sussex, Wis/Sep. 11, marking. In 1857, Sussex is listed in Waukesha County, postmaster William Weaver, whose compensation for the year of 1856 was \$38.52.<sup>12</sup> This office was certainly large enough to have a circular dated handstamp, and one wonders why it was not used. It may be that the size of the office was smaller in 1860. Whatever the reason, the town, state and date were applied in manuscript. The cover bears a 24c 1860 stamp which is also cancelled in manuscript, which would be the usual case if the town, state and date were in manuscript, too. After the 24c, 30c, and 90c stamps were issued, the Postmaster General issued an order that required the prepayment of postage, foreign as well as domestic, by postage stamp.<sup>13</sup> The postmaster at Sussex adhered to this regulation, although he may have first written "Paid 24" on the cover. The cover was then sent to the Chicago exchange office. The Chicago office made up the mails for a sailing from Rivière du Loup of the packet *Palestine* on 13 September, as shown in the circular CHICAGO AM PKT./3 PAID marking. *Palestine* sailed from Rivière du Loup on Saturday, 15 September 1860. This allowed 48 hours, or less, for the mail sent from the Chicago office to reach the ship. In his annual report for 1859, Postmaster General Holt stated that the running time from Chicago to "the contemplated terminus of the railway" was not to exceed 48 hours. The Chicago office must have directed the letter-bill and the bag containing this letter to the Glasgow office, for there are no intermediate transit markings. *Palestine* must have called at Moville and Glasgow before proceeding to Liver-



pool. In 1861 the Allan line introduced a direct service between the United States and Glasgow, primarily utilizing the services of the steamers *St. Andrew* and *St. George*.<sup>14</sup>

Since the Glasgow marking on this cover bears the date of 26 September 1860, *Palestine* must have made a fast trip. This must be one of the earliest covers directed to the Glasgow office. The additional articles creating Glasgow an exchange office were not signed at Washington until 1 September 1860, and an official notification of its existence could not have reached Chicago until early September. It is entirely possible that this was among the first letters addressed to the Glasgow office by the Chicago office.

#### Footnotes

1. 16 *Statutes-at-Large* 825 and 978.
2. *Articles* IV and II, respectively.
3. 16 *Statutes-at-Large* 890-898.
4. *Ibid.*, p. 890, *Article* II.
5. *Ibid.*, p. 898.
6. *Message of the President of the United States and Documents*, Report of the Postmaster General: 1861, pp. 799-800.
7. Bonsor, N. R. P., *North Atlantic Seaway*, p. 16 and 65.
8. *Ibid.*, pp. 160-161.
9. *Ibid.*, p. 85.
10. 16 *Statutes-at-Large* 826.
11. *Ibid.*, p. 827.
12. *Post Office Directory*: 1856, p. 196.
13. *U. S. Mail and Post Office Assistant*, Vol. 1, No. 3, p. 2: December 1860. Recent order reported.
14. Bonsor, N. R. P., *op. cit.*, p. 85.

### THE REVIVAL OF THE PACKET SERVICE BY THE HAMBURG-AMERICAN LINE FROM NEW YORK IN 1871

WALTER HUBBARD

Hamburg lies some fifty miles inland from the mouth of the River Elbe and, during the Franco-Prussian war of 1870, the lightships, lighthouses, and navigational buoys had been either extinguished or removed.

When Paris surrendered to the Prussians on 28 January 1871 and the cessation of hostilities became imminent, Hamburg lost no time in announcing, on 10 February, that "during the Armistice, as far as the conditions of ice will allow, the lightships and pilot boats below Cuxhaven will be established, and the lighthouses at Newark and Cuxhaven will be relit."

As Prof. George E. Hargest says in his book, the Hamburg-American Line service to New York was restarted in February, and it appears that *Holsatia* was the first packet of that line to sail from New York with United States mail since 19 July in the previous year.

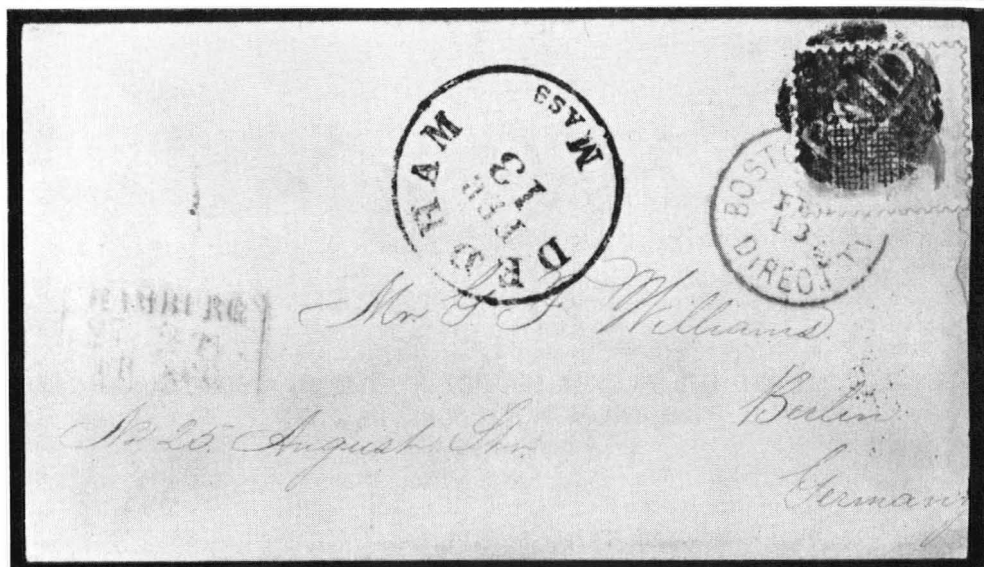
Having arrived at New York from Hamburg in the afternoon of 29 January, *Holsatia* sailed for Hamburg via Plymouth on the following Friday (3 Feb.), carrying 69 sacks of United States mail for England and Germany. She called at Plymouth at 0245 hours on 13 February, and landed 47 sacks of English mail. Although she sailed for Hamburg some two hours later, it was going to be nine or ten days before she tied up in her berth there. *The Times* correspondent at Hamburg reported on 23 February that: "The steamer *Holsatia* has arrived here, after cutting her way through the still unbroken ice in the Elbe. The navigation is therefore re-opened." *Holsatia* omitted the pre-war call at Cherbourg and went direct from Plymouth to Hamburg.

The next arrival reported at Plymouth was that of *Thuringia*. Scheduled to sail from New York on Tuesday 14 February, she called at Plymouth on 25 February carrying English and German mails, to arrive at Hamburg on 27 February.

Three weeks were to pass before the next arrival. *The Times* man at Plymouth wrote (13 March): "The Hamburg American Company's steamship *Cimbria* from New York with United States' mails of the 7th inst., is expected to arrive at Plymouth on Friday, the 17th. The arrivals of these steamers with the United States' mails at Plymouth are hereafter to be weekly, as before the war."

### Summary

Arrived N. York	1871	Packet	Sailed N. York	Called Plymouth	Arrived Hamburg
29 Jan.	First voyage with mail	<i>Holsatia</i>	3 Feb.	13 Feb.	23 Feb.
8 Feb.	Second do.	<i>Thuringia</i>	14 Feb.	25 Feb.	27 Feb.
1 March	Third do.	<i>Cimbria</i>	7 March	17 March	—
First reported call at Cherbourg		<i>Germania II</i>	4 July	15 July	—
All mails landed at Plymouth		<i>Allemania</i>	28 Nov.	11 Dec.	—



DEDHAM MASS FEB 13 : BOSTON PAID ALL FEB 13 DIRECT (red) : HAMBURG 27 2 71 FRANCO (red). On reverse : cds 28/2 7 1/2-9 1/2V. Overpaid 3 cents with a 10 cents 1869, and presumably carried by "Thuringia" on the Line's second trip in the revived period.

And so it was. *Cimbria*, with English and German mails, arrived at Plymouth at 1015 hours on 17 March, and thereafter, with sailings scheduled from New York on Tuesdays, weekly arrivals were reported throughout the remainder of the year.

As the arrivals from Hamburg reported at New York match these three sailings, allowing in each case 5 or 6 days for the turn-round, it can probably be assumed that no others were made between 3 February and 7 March.

Although the Peace Treaty was signed on 10 May 1871, the Hamburg-American packets continued to omit the call at Cherbourg until July, when *Germania* (N. York 4 July) sailed from Plymouth on 15 July for the French port. From then on the call was made regularly. Incidentally, the *Germania* in question was, in fact, *Germania II* on her second voyage, her predecessor of the same name having been wrecked near Cape Race eleven months previously.

Another sailing of interest in this year is that of *Allemania* (N. York 28 Nov.). She had had mechanical trouble with her crankshaft and landed all her mails at Plymouth on 11 December, so that letters carried by her and addressed to France or Germany may have unusual markings.

Although it is outside the scope of these notes, it is perhaps worth mentioning that on a number of occasions the mails from Australia and New Zealand via San Francisco were reported as being carried to Plymouth by these Hamburg-American packets.

### Bibliography

- The Times* of 1871.  
 Hargest, George E., *History of Letter Post Communication Between the United States and Europe 1845-1875*.  
 Bonsor, N.R.P., *North Atlantic Seaway*.

## SINGLE USES OF THE BLACK JACK IN THE FOREIGN MAILS

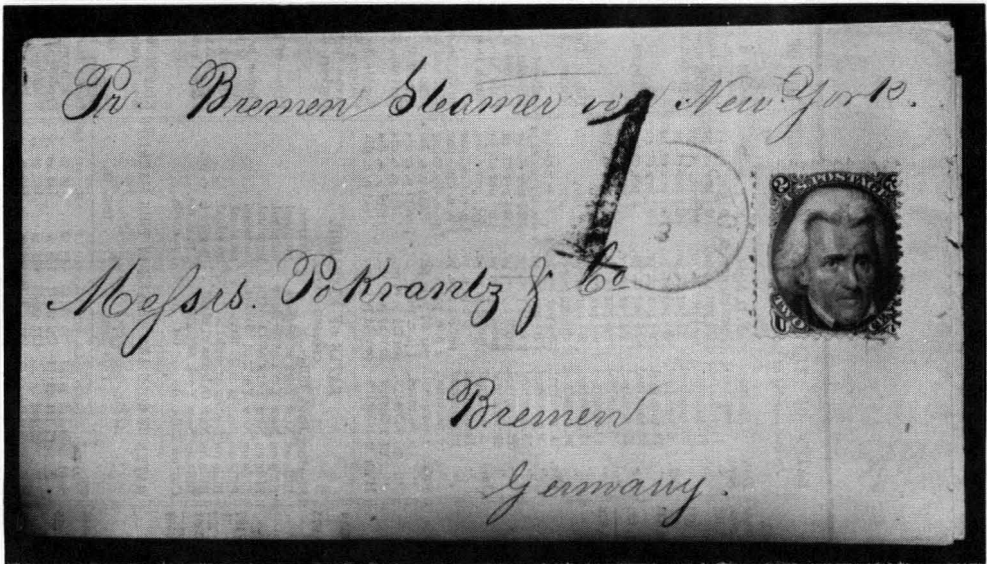
PAUL J. WOLF

When the manuscript of "Black Jacks Abroad" was sent to Mrs. Susan McDonald, she asked if any effort had been made to separate out the single uses of the Black Jack in the foreign mails, covering especially circular use and wrappers for publications. No particular effort had been made, but the possibilities seemed intriguing, so a list of such single uses was compiled and is presented herewith.

It is interesting to note that in a number of cases, the only surviving Black Jack cover to or from some of the smaller countries is in the form of a Prices Current, or as we would say today, a price list or market letter. In some cases the postmarks carry full dating, but more often the dates are garnered from the contents or from a docketing. An asterisk indicates when this is the sole use known.

There are also a number of "smuggled letters," brought into the country by crew members or passengers and deposited in the normal mail channels in an effort, usually successful, to avoid payment of "Ship Letter" charges.

It should be pointed out that in the cases of the British North American Colonies, France, Great Britain, and the German States, the examples listed are merely a token of what is available. Many are known. But the listings to or from some of the more exotic locations may well be unique. At least, at this writing, they are the only ones known.



Prices Current from Galveston, Texas to Bremen. Marked "1" in black to collect 1 silbergroschen. March 1867.

**Barbadoes** To New York 3/28/65. Printed matter rate on a Prices Current. "New York Ship Letter 4" handstamp. Siegel 4/24/68.

**Bremen** Printed matter rate, a Prices Current from Galveston, Texas, March 1867. Handstamped with a large black "1" to collect 1 silbergroschen for local service. PJW Collection. (See illustration).

Printed matter rate, Prices Current from New York City. Marked in blue "America uber Bremen Franco" and  $\frac{1}{2}$  in blue crayon for local charge. Also March 1867. PJW Collection.

Prices Current, 1866, from Galveston, Texas. Allen Collection, Figure 78.

Smuggled letter from Bremen to New York City 6/12/66. Dr. J. F. Rorke Collection.

Circular rate, ND. Allen Collection, Figure 79.

**Brazil** Smuggled letter from Santa Catarina, Brazil, to Boston, 4/15/64. Dr. J. F. Rorke Collection.

**Canada West** Printed matter rate to Kingston, C. W. No townmark, date or any indication of where it originated. No Canadian markings to indicate any fee collected for Canadian service. PJW Collection.

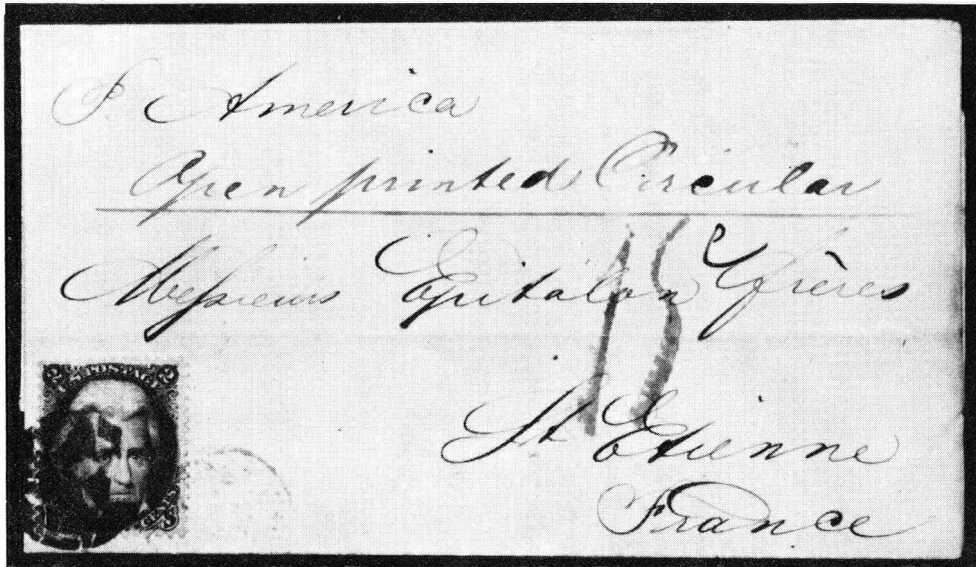
**China** From Shanghai to Hartford, Conn., Prices Current, NYD. Cole Handbook, Figure 92.

From Shanghai to Hartford, Conn. Prices Current, NYD. Marked from "Shanghae." Allen Collection, Figure 58.

**Cuba** From Havana, circular rate, 1865. New York City duplex cancel. Ms. "p. Eagle." J. A. Fox, 2/26/69.

**France** Circular rate, NYD. Printed envelope from Gethsemani Abbey, Kentucky. Marked for collection of 15 centimes. Allen Collection, Figure 70. Wrapper, stamp cancelled, no townmark, "Le Messager Franco-Américain" to Paris, NYD. Collect 15 centimes. Allen Collection, Figure 71.

Prices Current, 1865, to St. Etienne, "p America." Collect 15 centimes. PJW Collection. (See illustration).



Circular rate to France. Marked in red for collection of 15 Centimes. New York City fancy cancel, 1865.

**Germany** Market letter undated, New Orleans to Germany. Large "1" handstamp. Herst, 2/16/61.

**Holland** Circular rate to Amsterdam, ND. Ms. "pr Java." Amsterdam triangular blue handstamp 1½c (local accounting mark, not a charge). Gordon Bleuler Collection. *Chronicle* 66:90-2 and 72:221.

**Italy** "1864 printed circular wrappers to Genoa, each bearing a fine single and showing handstamped due markings." Robson Lowe, 6/26/73.

**Japan** From Yokohama. Single BJ cancelled with forwarding handstamp of the US Consul, Kanagawa (Yokohama) 1867. Allen Collection, Figure 99.

**Mexico** Prices Current, to Tampico, 1868. ½ collect. Allen Collection, Figure 100.

Circular rate to Puebla, via Vera Cruz from New York. Ms. "pr San Francisco." Mailer's mark "H. Marquandt 180 Pearl St., Nov. 28, 1868" in blue. Collect ½. Gordon Bleuler Collection.

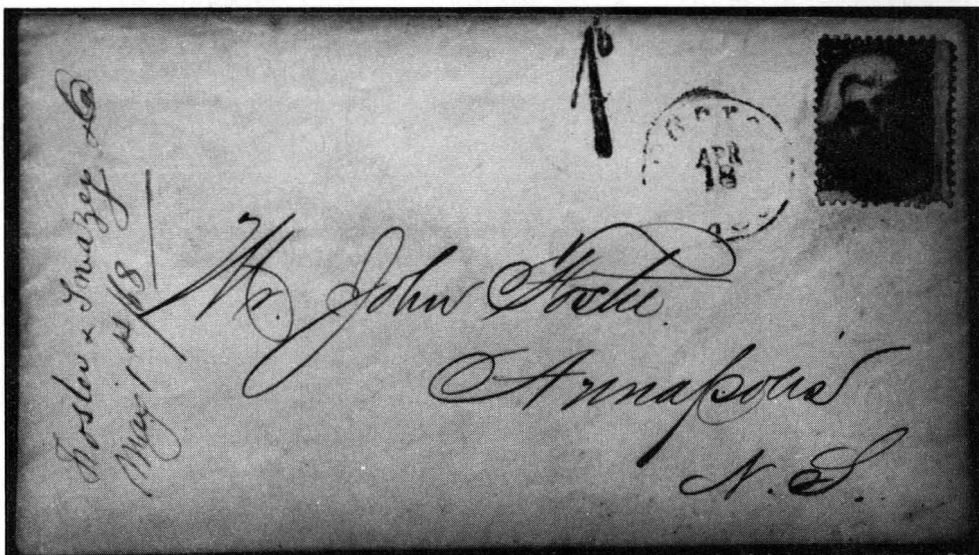
Folded letter from Campeche carried by private ship to New York City where it was put into the local mail as a drop letter, 1864. Siegel, 9/20-24/74.

**New Brunswick** Cross-border rate, single BJ, handstamp "Paid 2" applied twice. Cole Collection, Figure 88. See also *Chronicle* 68:180 and 69:56-8 for an analysis of this cover and discussion of cross-border and ferriage rates.

Printed matter rate. *Chronicle* 76:224.

Folded ledger page to Skif Lake, Canterbury. No N.B. due markings, ND. PJW Collection.

- \***Nouvelle France** Circular rate to St. Pierre & Miquelon from Boston, ND. Allen Collection, Figure 102.
- Nova Scotia** Boston to Annapolis, N.S., Apr 18, NYD. Docketed 1868. Although the due marking appears to be "1d," Mrs. McDonald insists that it represents "1c" (slightly smeared), applied by the exchange office at St. John, N. B. Mail for New Brunswick and Nova Scotia went from Boston by coastal steamer to St. John. PJW Collection. (See illustration).
- \***Puerto Rico** Folded letter carried out of the mails to New York City and then dropped into local mail as a drop letter. Dated 11 Sep 1868. Siegel, 9/20-24/74.
- St. Thomas** From St. Thomas, D. W. I., circular rate, 13 Dec 1867. *Chronicle* 69:36.
- \***Salvador** Folded letter carried out of the mails to New York City and put into normal channels as a drop letter, dated 20 Apr 1867. Siegel, 9/20-24/74.
- Scotland** Wrapper to Perth, NYD. Allen Collection, Figure 65.
- Switzerland** Wrapper per Bremen Mail. Marked "America uber Bremen Franco" in black, "Paid All" in red. Collect 1 Rappen, Swiss. PJW Collection.
- \***Trinidad** From Charleston, South Carolina, 4/16/66. Marked NA 1. Marc Haas Collection.
- \***Venezuela** Folded letter carried out of the mails to New York and inserted into normal channels as a drop letter. Dated 8 Jan 1864. Siegel, 9/20-24/74.
- Wales** Wrapper, BJ and 1c 1861 overpaying the 2c rate. No townmarks, date or transit markings. No British markings and no notation as to any effort to collect local postal charges. PJW Collection. (Not strictly a part of this study, perhaps, but it does belong here.)



Boston, Mass., to Annapolis, Nova Scotia, Apr 18, NYD. Dated 1868 from docketing. Black handstamp to collect 1c.

The Cole Handbook illustrates part of two covers, one to Nova Scotia and the other to Canada, each marked for collection of 1c local delivery charges. Unfortunately, the illustrations do not show enough of the covers to furnish full details and the text does not give additional information.

Most recent additions to the list are the covers mentioned above from Puerto Rico, Salvador and Venezuela. These are all three from the same correspondence, folded commercial letters dating from 1864 to 1868. They are very interesting, and will be the subject of a further article. A fourth letter from the same correspondence exists, from Mexico.

## THE COVER CORNER

SUSAN M. McDONALD, Editor

### ANSWER TO PROBLEM COVER IN ISSUE NO. 84

The cover in Figures 1 and 2 reflects the Ohio election of 1848. The contest for governor was between the Whig candidate, Seabury Ford of Burton, and John B. Weller from Hamilton, the Democratic candidate. Many diverse issues, including the slavery question, the annexation of Texas, and the Free Soil movement, complicated the campaign. ". . . the campaign was not only a remarkably bitter one, but the result was long in doubt and dispute, being the first and only disputed gubernatorial election in the state during the century." (William A. Taylor, *Ohio in Congress*, 1900, p. 178).



Figure 1

The dispute went to the legislature when it convened January 8, 1849. A long parliamentary wrangle—mainly on party lines—ensued. On January 9 a committee of the Senate and House (or rather, the half who were Democrats), having disallowed returns from several areas, declared Weller elected by 289 votes. The controversy continued till January 22 when the election of Ford by a plurality of 311 out of 297,943 total votes cast was certified by a select committee of both houses.

At this period the state election was held in October, a month before the national election. The cover shown was mailed shortly after the state election, presumably by a supporter of Ford, or at least by someone who hoped (a bet, perhaps) that Ford had won, although the results were uncertain at the time. It was probably intended as good-natured, if unsubtle, kidding among friends. The addressee, Henry C. Ranney, was a 19-year-old student attending school (or college) at Warren; the sender may have been about the same age.

Henry C. Ranney, who later became a prominent attorney in Cleveland, was orphaned at six and adopted into the family of his uncle, Rufus P. Ranney. The elder Ranney was active in Democratic politics for many years. He served on the Ohio Supreme Court and in 1859 was unsuccessful Democratic candidate for governor.

I have not been able to identify any Hunt or Rupp in Ohio politics or associated with the 1848 election. I can only assume from the fact that their names

appeared in the contemporary press or on the ballot that they were candidates—with Rufus P. Ranney—for some state, local, or party offices.

When defeated by Seabury Ford, John B. Weller was only 36. This election was far from being his last hurrah. In 1849 he was appointed to the commission to establish the California-Mexico boundary. He moved in 1850 to California, where he served as U. S. Senator 1852-57, and as Governor 1858-60.

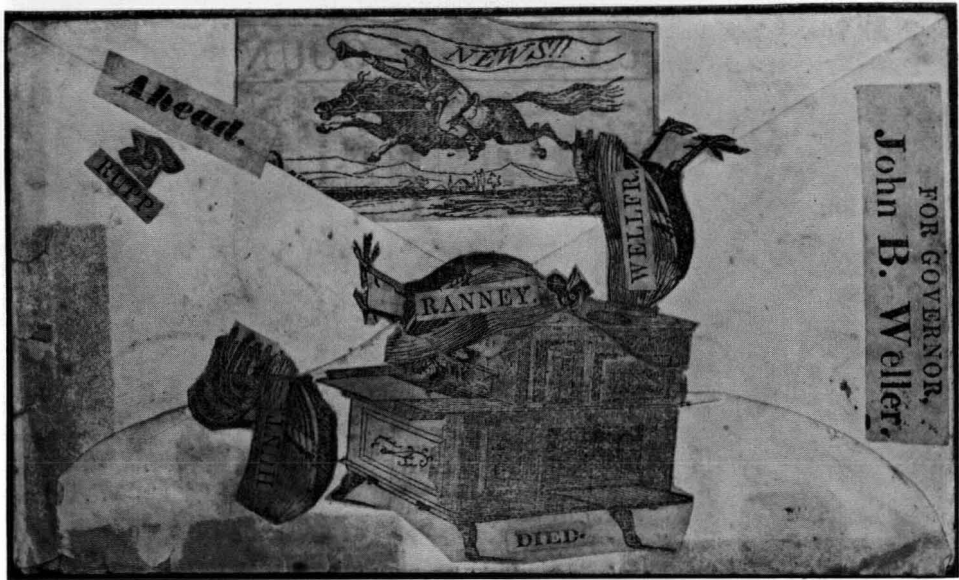


Figure 2

## U.S. COVERS

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

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## 1847-1869 ISSUES

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Charter member of U.S.  
Philatelic Classics Society

**Review: The United States 1869 Issue: An Essay-Proof History.** By Fred P. Schueren. The Collectors Club of Chicago, 1974. xiv + 127 pages. \$17.50.

There is much useful information for the collector of U. S. classics, especially the 1869s, in this short book. Many details of the production of the 1869 issue as a whole and of each individual denomination will be of interest to general collectors as well as specialists in the 1869 issue. These include the contract itself and the controversy surrounding it, the designers and engravers of the various denominations, possible sources of portions of some designs, and the reception of the stamps by the contemporary press.

The three chapters describing the various types of proofs and the methods of their manufacture explain these distinctions clearly and are also valid for other 19th century U. S. stamp issues. Check lists of the known proofs of the 1869 issue will be valuable to collectors. The volume is well illustrated, although some of the cuts lack definition.

The book collects a series of articles that appeared in the *Essay-Proof Journal* in the late 1960s. Unfortunately, it does not incorporate new information (relating to the sources and quantities of proofs issued) that has appeared in the pages of the same journal since then. Nor does it illustrate the scarce but still accessible 1915 proofs, also known as the "Southgate" proofs. There are some other annoying flaws. Careless transcription has introduced errors which distort the meaning in places. For example, on page 29, "On the 8th inst." is an error for "On the 8th ult.," as the actual letter reproduction on page 30 shows. The reader who compares this reproduction with the transcription in the text will find at least two more errors. On page 115 the first paragraph of the quotation from Brazer reads "after hardening," but the only words that make sense are "before hardening." And, although I am familiar with the economic problems of philatelic publishing, I have difficulty justifying the price of this book.

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## THE CASE OF THE NARROW MARGINED JUMBO

*Editor's note:* This interesting puzzle was submitted by Route Agent Theodore W. Davis of Waterbury, Conn. The solution will appear in the next issue.

After years of accumulating U.S. classic postal issues, Harrypex made a decision. He would select the best copy of each stamp for his personal collection and sell all his duplicates. With the money he would buy only stamps he didn't already have.

Things went along rapidly as he mounted his collection. Only once did he have to go back and re-select; he found that some perfectly centered stamps with heavy cancels didn't look as good as some fine stamps with neat cancels.

Then something happened that puzzled Harrypex greatly! He had before him two mint, certified copies of the same stamp. Both were well centered, the printing impressions were clear, the colors were identical and there were no folds or faults. Harrypex noticed that one stamp had larger margins between the design and the perfs. He tentatively selected it, but first turned both stamps over to check the gum. As he viewed the stamps from the back, he picked up the larger one and mounted it in his album. Something was wrong. The mounted stamp (although over 1mm. longer vertically) had less margin between the design and the perfs at both the top and the bottom than the unmounted shorter stamp!

Harrypex has a question. What is the Scott number of this stamp?

### WRITING ON COVERS — CONTINUED

The remarks in *Chronicle* 83 on this subject provoked some spirited comment, agreeing on some points and refuting others. A summary of the observations is presented here (postponed from *Chronicle* 84 for lack of space).

Although unnecessary and careless writing on the face of covers, especially with a hard pencil or extreme pressure, is universally condemned, writing on the back of covers in moderation is acceptable and even desirable for several valid reasons. Records of price provide an indication of the market for the material. One reader remarks: "Anyone who has sold covers and subsequently quarrelled with IRS about the amount of the capital gains tax due on the sale knows the importance of maintaining a record of both the date acquired and the purchase price. What better record is there than to have contemporary evidence on the back of the cover itself?" Notes about previous owners, auctions, and dates help establish provenance. Pencilled notes of former owners may contain useful information, and can enhance value, if written by a prominent student such as Chase or Ashbrook.

Cleaning of covers—whether by erasure or washing—improves their appearance and extends their life, as soil deteriorates paper. Genuine postmarks and

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cancellations of the classics period are not disturbed by a soft eraser. Modern plastic erasers are effective and safe. However, in removing soil, care must be taken not to erase any contemporary markings of postal significance. Figures in pencil or crayon on 19th century covers often represent rates or components of rates and are valuable to the specialist. If in doubt, do not remove them.

Creases are indeed hard to remove, but judicious use of an iron or a press can reduce them considerably. On a cover of some value, repair of torn or ragged edges is preferable to trimming.

Each mounting method has its advantages and drawbacks. Hinges allow the back of a cover to be readily examined; they are particularly suitable for bulky folded letters which bulge mounting corners. The danger with hinges is that they may allow covers to shift and that careless removal may tear a cover. Nonetheless, one very extensive and valuable postal history collection of which I know was mounted entirely with oversize hinges.

Mounting corners present difficulties of their own, the chief being that the edge of the mount may catch and damage a stamp or a corner of the cover itself. The use of an index card (or similar sheet) to protect the cover or to hold the mount open during insertion will help prevent damaged perfs or dog-eared envelopes. Mounting corners may also make it difficult to remove covers for inspection and then replace them without creasing or wrinkling. Only full size transparent corner mounts should be used—small black (or other opaque) photographic style mounts detract from a cover's looks. Beside their tacky appearance, they are inadequate to hold the cover securely.

There are many legitimate techniques to preserve and restore old covers (and other documents of paper and similar materials) and enhance their appearance. The simpler methods, such as those mentioned above, are available to anyone with modest skill and patience. More elaborate techniques are open to the gifted amateur who will invest some study and practice. Any experimentation, of course, should be on expendable covers until the results are satisfactory and predictable.

An excellent article on the care of paper appeared in *Chronicle* 70:83-5. Written by Bruce G. Harding, a professional archivist, it outlines the various causes of paper deterioration and suggests remedies. Specific agents for removing various common types of soil are listed, and their application is described. An extended bibliography accompanies the article.

I hope soon to be able to present a further article giving practical suggestions for repairing and freshening covers and other tips from one of our section editors with considerable experience and success in the art.

## **WANTED**

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